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THE WILD WEST OF TASMANIA

Being a Description of the Silver fields of Zeehan & Dundas

By

Wilberton Tilley

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OF TASMANIA.

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WILBERTON TILLEY.

EVERSHED BROS., PUBLISHERS, ZEEHAN & DUNDAS.

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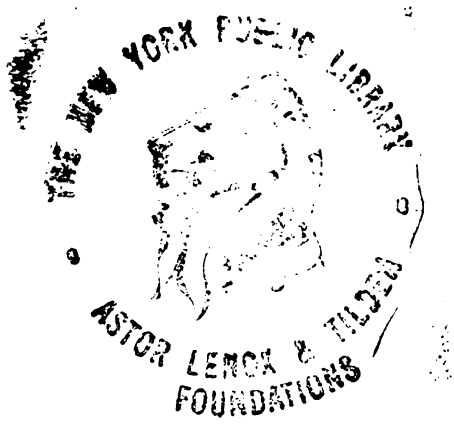
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MAIN STREET, ZEEHAN, OCTOBER, 1889.

MAIN STREET, ZEEHAN (FROM SAME POINT), OCTOBER, 1891.

opportunities for observation, having traversed a considerable portion of the mining district, as a special reporter for the *Launceston Examiner*, some years ago, and having since made the new township of Zeehan his place of residence.

As to the prospects of the vast silver field now being opened up, I will merely quote the language of Mr. A. Montgomery, Geological Surveyor, and Government (Tasmania) Inspector of Mines, who says in a recent report on the field :—" The lodes are numerous, well defined, strong, and rich, and have every indication of being permanent in depth. I can see no reason for the croaking one often hears about this field having merely 'surface shows.' It is doubtless undeveloped as yet to any depth, but the richness, number, and extent of the good 'surface shows,' render it most improbable that equally good ore will not be found at depth." Since that was written, thousands of tons of good class ore have been stacked at some of the mines waiting means of transit to the smelters.

In conclusion, the writer begs to acknowledge the courtesy of the many to whom he is indebted for assistance in the preparation of these few brief notes on the West Coast.

THE AUTHOR.

THE

WEST COAST OF TASMANIA.

WORK OF THE PIONEERS.

UNTIL some twenty years ago, the West Coast of Tasmania was practically unknown territory; few had ventured to land on its inhospitable shores, with the exception of the unfortunates whose destiny led them to the penal settlement at Macquarie, and few travellers had ventured to break their way overland across the mountain barriers and through the trackless bush which separated this from the more fertile portions of the "Little Island." Voyagers by sea gazed at the grand but forbidding scenery with interest, but knew nothing of the wealth hidden beneath that rugged and barren exterior. Nor were the reports of the few venturesome men, who, inured to hardships, penetrated the western wilds, calculated to encourage settlement there. Tales were told of weary journeys through a land where nature inhospitably greeted the traveller by throwing every obstacle in his path—now forcing him to ascend steep and rocky hills, then leading him over boggy plains, anon compelling him to cut his way through barriers of "Horizontal," whose entwined and knotted limbs made progress a fitting accompaniment to the "Dead March"; again interposing the even more troublesome Bauera shrub, whose gnarled branches have earned for it the local and expressive name of "tanglefoot" or "leg ropes." It may be mentioned, by the way, that this otherwise very obnoxious shrub is the only one native

to Tasmania which bears a double flower. This is very pretty, and has been named by Spicer the "Native Rose." Nor were these the only difficulties thrust in the pioneer's path. Food, too, was denied him; for, with the exception of wombats or "badgers," and an occasional kangaroo—both of which interesting animals generally had the good sense to keep out of his way—the intruder had to rely on the stores he carried with him. Moreover, the climate also warred with the prospector, and incessant rains, dense fogs, and snow did their utmost to maintain the secret of the hidden treasure. Human energy and science, however, proved victorious, and one after another the *locales* of the hoards of tin, silver, and gold were laid bare, and a large tract of once desolate, uninhabited country is now the scene of busy activity and enterprise.

It is only due to those whose pluck, energy, and endurance has been the cause of opening up what promises to be one of the greatest mining fields of the world, that some record should be made of their labours.

Among the first of the early pioneers was Mr. Charles Gould, then the Tasmanian Government Geologist, who, in 1862-3, made an official visit to the West Coast, and, on his return, presented favourable reports in regard to its mineralogical aspects.

Several years later, in 1876, the late Mr. C. P. Sprent started from Waratah with a party including Frank Long, David Jones, and John Bourke, to prospect and report for the Government on the geology and mineralogy of the country. They discovered tin and traces of gold in the vicinity of the Pieman River and Heemskirk, and the reports furnished to the Government resulted in the formation of several prospecting parties. In the following year, Sprent, accompanied by his former comrades, with the addition of Walter Lord, made another journey, and formed a connecting track from Circular Head (Stanley) to their old track under Mount Livingstone, a mountain so named by Sprent. After marking the track, Sprent, Lord, and Bourke stayed to cut it out, while Long and Jones were sent to Waratah to form another Government track thence to Granite Tor. They marked and cut it out nearly to the Macintosh River, but were then forced to abandon it through a heavy fall of snow and inclement weather.

In the summer of 1877 prospectors were sent out by various syndicates. The brothers Owen and George Meredith were despatched, on behalf of the Emu Bay and Pieman River Prospecting Company, and commenced operations at the Pieman, making their way to Heemskirk, where they were the first to peg out land for tin, or in fact for any

minerals on the West Coast, taking up four 80-acre sections at North Heemskirk. Owen Meredith, accompanied by T. Bather Moore and party, returned a few months afterwards to open up these discoveries, and while breaking through the scrub Meredith, who has been among the foremost of the West Coast pioneers, had the misfortune to injure and lose an eye. On this occasion the party were in great straits also, through lack of proper provisions, which did not arrive for two months at the Pieman, where they were to have been forwarded. About the time when Meredith's sections were taken up, parties led by Charles Donelly and T. Bather Moore were also prospecting in the locality of Heemskirk, and selected ground for the syndicates they represented. Moore's party, which by the way included Mr. J. Andrews (now secretary to the Premier, Mr. P. O. Fysh), acted for a New Norfolk company, and were the first to accomplish the overland route from the south, *viâ* Lake St. Clair and the Eldon Range. The Hon. J. Reid Scott, one of Tasmania's best explorers, followed closely on Moore's track, and accompanied him for some time; Lake Dora and other lakes were named by Scott, who also made valuable reports to the Government. Donelly was working for the Great Western Company (Hobart), and it was on ground taken up by him at Heemskirk (on the Prince George claim) that tin was first found in that district. Loose specimens were kicked up by some pack-horses and seen by the packers near a creek which still bears the name "Packer's Creek." A rush followed, and tin was also found on the Star of the West claim at the Meredith Range. Donelly's party, it may be mentioned, resided for some time at Old Strahan, and were the first to erect a dwelling there.

A ROUGH EXPERIENCE.

Somewhere about this time Frank Long was sent with Joseph Harman to prospect at Heemskirk for a Hobart syndicate, and their experience illustrates the hardships which many of the pioneers had to endure. They travelled overland from Waratah, the arrangement being that stores of provisions should be sent by sea to Macquarie. The vessel, however, did not put in an appearance until two months after her due date, and for five weeks the ill-starred travellers had to exist on a very meagre supply of badgers and wallabies, often being near starvation. Breaking along the coast to Macquarie, in the hope of seeing the looked-for vessel with "tucker," they were fortunate enough to meet with a member of Donelly's party, who at this time

were cutting a track from Macquarie Harbour through Heemskirk to ground Donelly had there taken up. Accompanying Donelly was George Bell, who had also been sent out by the Great Western Company to continue prospecting, while the former started working the sections already secured. Bell, by the way, formed a poor opinion of the Heemskirk tin field, and did not recommend any addition to the company's property. On being made acquainted with the troubles of Long and his mate, Donelly supplied the two hungry men with a month's provisions, and generously packed the stores for them to the Big Henty. Long and Harman then prospected near Mount Agnew, discovered alluvial tin, and selected ground, Harman staying to prospect further, while his companion crossed over Mount Agnew, proceeding along the Heemskirk Range to what is known as the Gap. Sprent and party were surveying ground taken up by the Emu Bay Company, and, after pegging out sections in the same vicinity, Long started for Macquarie laden with specimens. He had the misfortune to sprain his ankle *en route*, but managed to reach his mate near Trial Harbour, and they proceeded to Macquarie, intending to accompany Donelly and several other prospectors who were about to return to Hobart.

TRAGEDY ON THE GORDON RIVER.

At this time a sad and tragic incident occurred. Donelly, having heard that there were two pine vessels up the Gordon River, sent three of his party, Arthur Lloyd (now Capt. Lloyd), John O'Donnell, and McAuliffe, to see if the captain of either would take them round to Hobart. In the same boat went Ashmore, another prospector, and a gentleman named Richall Richardson, who was collecting specimens of timber, minerals, etc., with the intention of lecturing thereon in England, and who wished to pay a visit to Settlement Island, one of the oldest penal stations. When some few miles from this island the boat capsized in a heavy sea and four of its inmates were drowned. Strange to say, the only one of the five who was unable to swim, Arthur Lloyd, was the sole survivor. He clung to the bottom of the boat for 36 hours with the aid of a knife which he inserted in the keel, when the boat drifted near enough to allow him to wade to shore. The first intimation of the catastrophe reached Donelly through the report of Edward Coleman, who, going out one day to hunt kangaroos at Long Bay, saw a man who on being hailed said he had been without food for five days. Coleman told him to wait while he

fetched assistance, and went to Smith's Cove where Donelly was camped. The latter and a companion at once took a punt and pulled to the place indicated, when to their surprise they found it was Lloyd. The sad story was told, and on being related in camp caused much grief. Some two or three days after this the two pine vessels were sighted and signalled. A boat was sent ashore to see what was wanted, but the master of the vessel discourteously refused to lend a boat for the purpose of seeking the remains of the men who were drowned, but offered to sell them an old one, which it is said was leaky and would not float. Neither would he take any of the party to a seaport where a boat could be obtained.

On the following day, Donelly and two others took their punt to Coal Head, where Lloyd had stated the wrecked boat had drifted. It was found greatly damaged, and had to be towed to Smith's Cove and repaired. A search was then made, but no bodies were recovered. The party met a vessel which had been sent round by the Heemskirk Company, having the manager of the mine taken up by Long for them on board, also the brothers Castray, who were about to open stores at Macquarie. Those waiting to go to Hobart, shipped by her, but disaster seemed the order of the day, as, when rounding Cape Sorell, the wheel gave way, and a tiller had to be made of a piece of firewood. Instead of going south, the vessel sailed north, and several of the passengers, including Long and Donelly, landed at George Town, making Hobart by train from Launceston.

DISCOVERY OF GOLD.

In the latter end of 1878, Donelly and Long were sent with a party of men to prospect in the vicinity of Meredith Range and Mount Cleveland. Meantime, in consequence of Sprent's reports, several prospectors were on the lookout for gold. Among them, Timbs senior crossed from the Donaldson over the Savage River to what is now known as Brown's Plains. He discovered a small quantity of gold in the bed of a creek between the Savage and Whyte Rivers, but did not remain in that locality, crossing over the Meredith on to Pine Creek, where he selected ground for tin. He incidentally mentioned his gold find to another prospector named George Johnson, who repeated the information to a third party, John Brown. The last went out to the grounds and prospected with the result that he

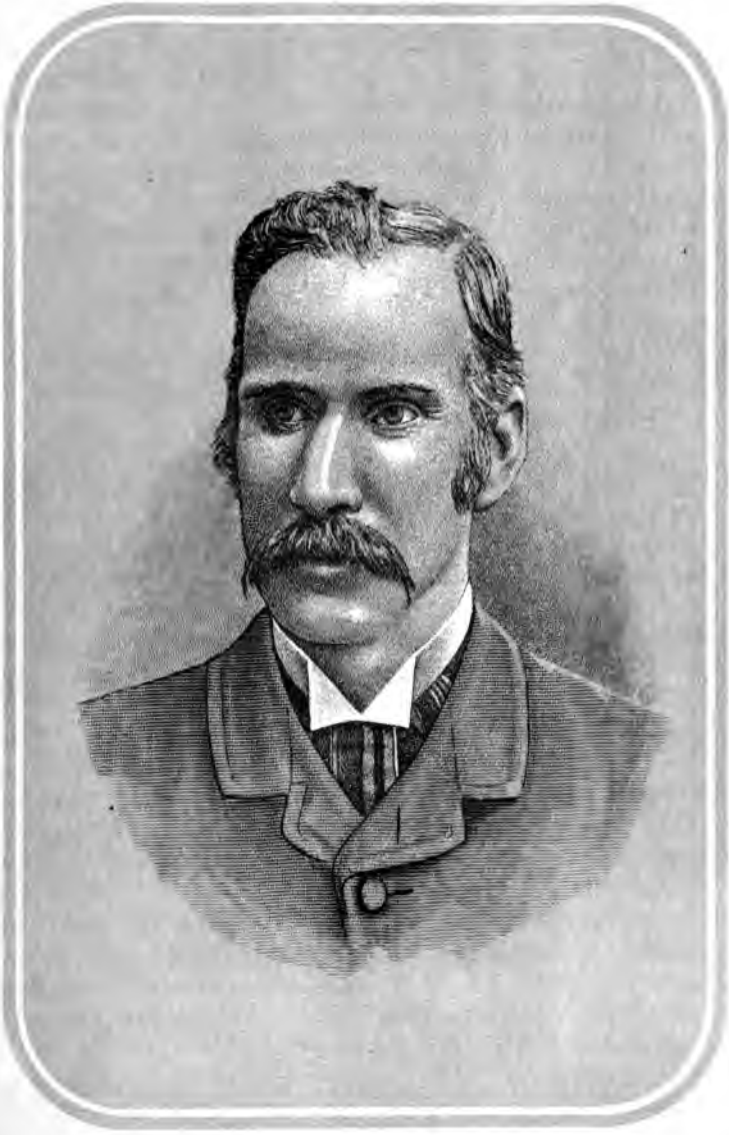
discovered the first payable gold on the West Coast, for which he obtained a reward claim. It is said that George Meredith was working alluvial gold in the same locality prior to this, but was playing a lone hand, and did not announce his discovery.

Another party, including George Webb, Charlie McGough, and George Benson, were, a little before Brown's discovery, prospecting for gold up the Whyte River, but were not successful. They passed over the identical ground where Brown afterwards pegged out his claim.

By this time it had been pretty well ascertained that the tin could not be profitably worked, and Long and Donelly decided with others to direct their attention to the more precious metals, gold and silver, and proceeded to the scene of the new find. Here, however, they met with no particular success; but, subsequently, discovered gold at a river named by Long, the Castray. Though Long did not consider his find payable for his company to take up, it was worked years afterwards by miners, who made good wages by their labour.

FRANK LONG.

Frank Long, the first discoverer of silver on the West Coast of Tasmania, was born on 1st August, 1842, at Perth, in Scotland. He was, however, brought to Tasmania while an infant, and has ever since resided in one or other of the Australian colonies. His father, the late Robert Long, was for some years the proprietor of flour mills at Campbell Town, Tasmania. When quite a lad Frank obtained "leave" (generally called "French") to visit the mines at Castlemaine, Victoria, but afterwards returned to Tasmania. He had always shown a strong desire for travel and exploration, and when nineteen years of age went gold prospecting at Waitahana, New Zealand. This was in 1861. Returning again to Tasmania, he subsequently prospected at Waterhouse in the time of the gold rush, and has since travelled and prospected over almost the whole of the mining districts of this island, including the Mersey, the Western Ranges, the North-West Coast, Arthur and Hellyer Rivers, and Bischoff districts. Since 1876 his attention has been given almost exclusively to the West Coast, where he has rendered good service to the Government and the colony, both as regards discoveries of minerals and the opening up of hitherto trackless country. His discovery of silver on the 8th December, 1882, when prospecting with Johnston, Healy, and Monks, marks an era in the history of Tasmania, and is a fitting result of a life of toil and endurance.



Frank Long

DISCOVERY OF SILVER.

In 1882, Long and William Johnston started out to prospect for a syndicate called the Arthur and Long Plains Prospecting Association. Leaving Launceston, they went by boat to Table Cape; but, hearing that the track was blocked by fallen timber, proceeded to Waratah, and thence to the Wandle, a tributary of the Arthur River. After prospecting without success in that district, they crossed the Arthur, prospected at the head of the Heazelwood, and between that and the Savage Rivers, to what is now known as Specimen Reef. Still meeting with ill success, they made for Long Plains, and spent some time in that locality. Here they fell in with two other prospectors—Wm. Monks, and John Healy—who were out for the Despatch Company. Long and Johnston expressed their intention of breaking through to the King River, and the former suggested that the parties should work in company, the understanding being, that, if either found anything good, they were to peg out adjoining sections for their respective companies. "Not necessarily for publication, but as a guarantee of good faith," as the newspapers put it, Johnston was paired with the leader of the Despatch party (Monks), while Healy joined Long. They prospected for some time, but could only find gold, and that not in payable quantities. Camp was accordingly shifted to Mount Zeehan, a mountain so named by Tasman, *Zeehan* and *Heemskirk* being the names of his two vessels.

The parties here divided, Monks and Johnston going in one direction, and Long and Healy in another. The latter couple broke through the bush to a small creek, close to which now stands the Zeehan Post and Telegraph Office in the heart of the township. While "blind-stabbing" in the bottom of the creek they got small quantities of gold and silver-lead. Crossing over to the main creek, Long noticed a gossan formation, and after further investigation discovered a lode of silver-lead. This was on the afternoon of 8th December, 1882. From an account given to the writer by Long, it would appear that his mate did not attribute any great importance to the discovery, as silver-lead lodes on which he had worked in other colonies had not turned out of much value. Long, however, pegged out an 80-acre section for his company, and Healy followed suit for the Despatch. Long's section is now known as the Mount Zeehan mine, and was declared a reward claim. The Despatch adjoins it. Taking specimens home to the camp, Monks and Johnston were informed of the find, and on the following day they pegged out various other sections on the same line of lode. They then

returned to Waratah, arriving there about the 7th January, 1883. Their reports and the samples displayed caused a temporary excitement there, as also at Launceston, when the specimens were handed over to the legal manager of the Arthur and Long Plains Association, Mr. Henry Turner, but it soon died out. Johnston took samples of the ore to Victoria, and received a fairly good offer on behalf of his company, but this was declined. The high percentage of lead rather drew the attention of capitalists to this mineral than to the silver, but lead at that time was so cheap, £6 or £7 per ton, that, considering the difficulties of access to the field, capitalists did not think the discovery of the value it has since proved to be. Sufficient attention was, however, given to the silver to cause hundreds of acres of land to be taken up, chiefly for speculative purposes, but nothing was done on the claims with the exception of the Arthur and Long sections. Nearly all were consequently forfeited, and it was not until some years later, at the time of the Broken Hill discoveries, that interest in the Zeehan silver fields revived.

Like that of gold, the discovery of silver by the recipient of the reward claim is not undisputed, another claimant appearing in the person of John Greenwood, a veteran miner on many of the Australasian fields. He states that at the beginning of 1882, the same year in which Long's discovery was made, while in charge of the Mount Agnew tin sections belonging to the Mount Heemskirk Tin Mining Company, he came across galena, and exhibited specimens both at his camp and to many miners in Tasmania and Victoria. Some miners, who were at this period prospecting in the same vicinity, corroborate the statement as regards the exhibition of the specimens, but it would seem they did not contain any appreciable quantity of silver, and were regarded as samples of lead ore only.

FINDING OF THE SILVER QUEEN LODE

About four years ago (1887), George Bell, who was accompanied by his brother W. T. Bell, and Joseph Wills, was acting under an engagement to the City Prospecting Association (Hobart) to prospect round Mount Lyell. He did not see any ground in that district he considered worth taking up, and started further afield to the north, round the foot of Mounts Tyndal and Dundas. After spending a little time there, and not finding more than a few colours of gold, he started for Mount Heemskirk to look at the Eureka tin mine, which had just been taken up, leaving W. T. Bell and Wills to

prospect further at Dundas. On his way he stopped at the Despatch hut on account of wet weather, and, meeting with George Barker, Sam Jackson, and "Teddy" Marr, stayed to prospect with them in that vicinity. Having an interest in the Arthur and Long Plains Company, Bell with Jackson tried the bed of the creek, where the original discovery of silver had been made, and found a few colours of gold, which led them to prospect further up the creek. While doing so, they found a silver lode on part of the present Silver Queen property. Sections were taken up by the party on behalf of the Hobart, City, and Great Western Prospecting Associations, which afterwards amalgamated under the title of the Silver Queen Silver Mining Company. This discovery, and the excitement caused by the Broken Hill mines, gave a renewed impetus to silver mining in Tasmania, and the abandoned sections were soon taken up again, and thousands of acres besides, till, at the present day, nearly ten square miles have been pegged out for mining purposes. To the prospects of the field and the work performed on mines in active operation we shall refer later on.

J. BISHOP-OSBORNE, PHOTO. SANDS & MCDOUGALL LTD., COLLOTYPE.

STRAHAN TOWNSHIP, MACQUARIE HARBOUR.

WEST COAST PORTS AND HARBOURS.

MACQUARIE HARBOUR AND STRAHAN.

THE most convenient means of access to the mining districts of the West Coast, whether from any other part of Tasmania itself or from outside the colony, is by way of Macquarie Harbour and the port of Strahan, steamers now running direct from Hobart, Launceston, and Melbourne. The overland routes from the north and south of the island and the Trial Harbour route are all attended with more or less difficulty or delay.

When once the somewhat dangerous bar between Cape Sorell and Sandy Point, and the narrow passage of Hell's Gates have been navigated, a splendid sheet of water opens out; but, until the sand bar, which only allows two fathoms or under at high water, is removed, it will be impossible for vessels of any considerable tonnage to visit the port of Strahan. Once inside, however, there is sufficient depth to float the largest steamers. The harbour extends over twenty miles in length, and for a considerable distance is fully five miles wide, while the scenery is almost unsurpassable owing to the number of pretty coves, inlets, and little bays set off by vegetation and mountain scenery, the latter afforded by the Frenchman's Cap, Mount Sorell, the Gordon Ranges, and other mountains and hills. For yachtsmen, the harbour should be a second Port Jackson, while fishermen can have their heart's desire in hauling in such fish as rock-cod, mullet, ling, trevalla, and flounders, not to mention the humble but festive eel. For the sportsman, birds are remarkably plentiful, especially black swan, ducks, and pelicans. The feathers of the swan and the pelican are really pretty, and very suitable for ladies' muffs and

collarettes. The harbour, too, is full of interest as the *locale* of the penal settlements of—thank goodness—long ago. It is not, however, within the scope of this work to enter into the dark history of Settlement, Condemned, and Dead Islands, but rather to confine ourselves to the brighter present.

The old township of Strahan, or "Old Strahan" as it is now called, was deserted as a place of residence some seven years since, partly owing to the difficulty in obtaining fresh water, and partly to its exposed position in very rough weather. It is still used, however, as a storage place for goods awaiting transhipment.

STRAHAN.

The present township, which looks rather pretty on approach from the harbour, but loses character on closer acquaintance, is situated at the north-western arm of Long Bay, and is mainly built along an esplanade facing deep water, and in a very sheltered position. Lately the township has greatly increased in size, and numbers of new buildings have been erected along to Duck Creek. The first permanent settlement at Long Bay was really the outcome of Con. Lynch's important discovery of the King River alluvial gold-fields, in 1882. Lynch—one of the most energetic of Tasmanian prospectors—traversed the band of gold country from Kelly's Basin to the King River or Lynch's Creek, and there found some exceptionally rich deposits. He traced the alluvial gold into the spurs, and on the cap found extraordinarily rich specimens in considerable quantity. The Mount Heemskirk tin mines were then on the wane, and the majority of the miners in that district went to Long Bay (now Strahan). Mr. F. O. Henry erected a small structure as a branch to his store at Old Strahan; but the King River Hotel, built by a Mr. Zeplin, was the first building of a permanent character at Strahan. Messrs. Gaffney and Harvey then brought a building from Heemskirk, which they fitted up as an hotel. This was however, destroyed by fire some five years since, and replaced by a more imposing edifice. Since then Strahan has grown steadily, and the population is now about 800.

The town is well supplied with hotel accommodation, the principal hostelries being those presided over by Messrs. Gaffney & Harvey, and Mr. Grining. The former firm, besides large and commodious premises opposite the landing jetties, are also erecting a new and costly building close to the railway terminus at Duck Creek. This, which is nearly

J. BISHOP-OSBORNE, PHOTO.

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GAFFNEY & HARVEY'S HOTEL AND STORE, STRAHAN.

finished, will contain sixty-six rooms, including a splendid saloon bar, billiard room, two bars on the upper story, several commercial and private sitting rooms, bath rooms, and all the accessories of a high-class hotel. Mr. Grining's hotel, to which extensive additions are being made, is another good house, where travellers may secure every comfort. No expense has been spared, and many of the rooms are furnished and decorated in a most artistic manner. The fare provided is excellent, as is also the attendance.

There are several large stores, the principal of which is that owned by Mr. F. O. Henry, who with characteristic enterprise constructed some years ago a jetty 160 feet in length at his own expense, and runs his own steamer, the *Meteor*, with stores for Trial Harbour and Corinna. There are several buildings for various Government officials, but which call for no special description. Telegraphic communication is established with Zeehan and other stations, but the postal arrangements are still very primitive, and the post-office is located about a mile from the business part of the town. The lady post-mistresses are quick and obliging, but as the mails from Zeehan and elsewhere are heavy, and delivery postmen have not yet been appointed, it is a question for letter seekers whether they will wait a long time for their missives or fight their way through a crowd of impatient miners and others to get at the little window where news is dispensed. Of late the township has extended for some distance in the direction of Duck Creek, at which locality the principal station at this end of the Strahan-Zeehan railway will be erected, but the line itself extends right to the Strahan jetty, and a small passenger and goods station will be built in close proximity thereto.

FROM STRAHAN TO ZEEHAN.

Until recently the journey from Strahan to Zeehan was a matter needing some consideration, as the traveller had only the choice between walking or riding (if horses were available) a distance of twenty-two miles to Trial Harbour, and thence along a very bad road for another twelve miles to Zeehan, or else of proceeding by sea in one of the small steamers plying between Strahan and Trial, and taking his chance of getting to the latter port in a few hours or a few days as the constantly changing weather willed it. In fine weather the former route is not unenjoyable to pedestrians, as nearly the whole of the distance lies along the sea beach. Horsemen also follow the beach until the Big

Henty is reached, thirteen miles distant from Strahan, and then after crossing the river take the Government track to Trial Harbour. The latter track, like many other Government works on the West Coast, is generally in wretched condition, and on one occasion it took the writer and his companions four hours to ride the nine miles journey. Now, however, the long talked of railway from Strahan to Zeehan is nearing completion, and for a matter of a few shillings passengers are conveyed to within seven or eight miles of the latter township. They then have a tramp through sticky mud, into which one sinks ankle deep or over at every step, until they reach their destination.

THE STRAHAN-ZEEHAN RAILWAY.

Though railway communication with a seaport was an absolute essential to the success of the silver mines, it was not until after much agitation through the press and by public meetings, that the formation of a line was seriously considered by the Tasmanian Government. Towards the end of 1889, the Hon. N. J. Brown, then leader of the Opposition in the House of Assembly, took an active part in urging on the Premier (Mr. P. O. Fysh) the necessity for a railway between Strahan and Zeehan, and, in January of last year, the Premier asked Parliament for a vote of £60,000, which sum, he considered, would be sufficient for the construction of a light line. This was granted, and Mr. J. C. Climie, to whom fell the contract for the preliminary survey, marked a line of route on a low level skirting the foot hills, and the length of which was thirty-three miles twenty-three chains. A great deal of discussion took place in the press as to this and other routes, many preferring a higher level *viâ* Moore's Plains, Honeysuckle Plains, and Strahan. A report, however, being made to the Government that Climie's route, one objection to which had been its length, could be considerably shortened, Mr. Duffy, C.E., was sent out, and, in company with Mr. J. Griffiths (late Inspecting Engineer of Railway Surveys), made trial surveys, deviating considerably from Climie's, and shortening the total distance to twenty-eight and three-quarter miles. Meantime tenders had been called on the basis of the former survey, and that of Messrs. T. A. Reynolds & Co. (E. T. Miles, T. A. and T. W. Reynolds, W. Walker, and D. Freeman) accepted. Theirs was the lowest tender, and amounted to £104,015 7s. 10d. The contract was to have been completed by 1st December, 1890, but it is questionable if the whole

of the work will be finished much before the close of the present year, 1891. The following Government officers were appointed in connection with the line:—Mr. W. P. Hales, C.E., Resident Engineer; Mr. H. T. Harwood, C.E., and subsequently Mr. P. Sams, Assistant Resident Engineers; Messrs. J. Fitzpatrick, P. Sullivan, and J. Smith, Government Inspectors. Mr. W. Walker was appointed Engineer for the Contractors; and Mr. W. Brain, C.E., Assistant. For the carriage of plant and material, the Contractors chartered the s.s. *Pioneer*, belonging to Capt. E. T. Miles, and afterwards purchased the s.s. *Bowra*, *Advance*, *Bellringer*, and *Banks Peninsula*, the use of the *Pioneer* being then discontinued. The steamers cost about £25,000.

An additional jetty had to be built at Strahan, and the contractors also had to lay out a good deal of capital in providing for the carriage of the material and stores along the railway route from the time work began. The character of the country, chiefly sand, which some thought would prove an insurmountable obstacle, was against the contractors, and, in the first 21 miles, some 200,000 cubic yards of sand had to be taken out. There are several long cuttings and embankments, and throughout the whole route the formation has had to be made. Bridging has also been considerable, several rivers and creeks having to be spanned. Among these are, commencing at the Strahan end, the Manuka Creek no less than three times, two other small creeks at a distance of a little over four miles, and another at a distance of about eleven miles. A bridge of some dimensions, 205 feet, with five spans of 15 feet and two of 60 feet, crosses the Big Henty, iron girders, made by Messrs. W. H. Knight & Co., of the Phœnix Foundry, Launceston, being used in the larger spans. The bridge is 40 feet above average water level. At a distance of 17 miles 55 chains from Strahan a small bridge had to be constructed, another across the Badger River (18 miles 40 chains from Strahan), and another also crossing the Badger at a little past 19 miles. A bridge of 264 feet has to be made before Zeehan is reached, and there are several small bridges to be constructed midway. The gauge of the line is 3 feet 6 inches, no grade exceeds 1 in 40, and the sharpest curve is 5 chains radius. Steel 43lb. rails are being used. Stations will be erected at the jetty, Strahan, at Duck Creek, at the Henty, at the Thirteen Miles, and at Zeehan. The line has as yet only been laid to within five miles of Zeehan, but, as a sort of sop to Cerberus, the Government have started the construction of a small 2-feet gauge wooden tram, leading from Zeehan to the railway. The tram in question is neither well laid, well suited for heavy traffic, nor well

liked by the townsfolk, who regard its authorisation by the Minister as merely a red herring, and a bad one at that, thrown across the trail of the contractors for the Strahan-Zeehan railway, who are already many months after contract time. The small auxiliary line will be completed very shortly.

PROJECTED DERWENT VALLEY EXTENSION RAILWAY.

In January, 1890, the Government sent a party under James L. A. Moore to make a preliminary survey, and to examine the country between the Ouse (about 50 miles in a N.N.W. direction from Hobart) and the West Coast. The party were out from January until the end of May, when recalled on account of bad weather. The work was continued in the following August, and completed to a distance of 102 miles—within four miles of the Big Henty, where Moore had intended making a junction with the Strahan-Zeehan line. At this stage, however, Mr. Townsend, C.E., of N.S.W., was sent out, and condemned part of Moore's route on account of there being a rapid descent for some distance. Mr. Townsend was in favour of a line along the west side of Lake St. Clair and following the Cuvier valley and the Eldon Range, the railway terminating at Dundas. Opinions of professional men differ considerably as to the merits of the respective routes. On Moore's line, though there would be some rather difficult grades, the greater part of the journey would be through a genial climate, while on the higher level snow is constantly falling in winter, and travelling would be attended with some discomfort.

PROJECTED WARATAH-ZEEHAN LINE.

Mr. Sale, at the end of 1890, commenced the survey of a line from Waratah to Zeehan, keeping to the north of the Pieman until reaching a point on the river about twelve miles from Zeehan. This survey is not quite complete, but it is understood a thoroughly practicable route of not more than forty miles in length is available.

TRIAL HARBOUR AND REMINÉ.

On the principle that one should "stick to the bridge that carries him over," it seems hardly fair to abuse Trial Harbour and its surroundings, which, after all, have aided in the development of the

J. BISHOP-OSBORNE, PHOTO. SANDS & MCDOUGALL LTD., COLLOTYPE.

TRIAL HARBOUR.

silver mines of Zeehan. Still, facts are facts. To call the former a harbour is a misnomer, and there is nothing attractive about Remine but its musical name. The so-called harbour, but more properly roadstead, simply consists of a small channel between two reefs, one on the north and the other on the south side. In very calm weather, as many as three small steamers can ride in safety, but for weeks together captains of coasting vessels are sometimes unable, or do not care to venture in. At high water the reefs are covered, and afford no protection whatever from heavy westerly seas, even the moorings and buoys being sometimes washed high and dry. All circumstances being favourable, a trip from Launceston to Trial Harbour will occupy about 36 hours, and from Hobart considerably less; but, judging from the writer's actual and literal experiences, it is much safer to calculate on a week from either port. As the passage-money does not include "board," this is worth considering on the part of passengers. Still, as we have before remarked, Trial Harbour has been of service in the past.

In 1881, a party consisting of Johannes Stephanas Karlson, Peter Karlson, Karl Otta Karlson, and Gustav Weber, went to the Pieman to prospect for gold, and were informed by another miner that there was a likely place for landing stores near Heemskirk, where the tin mines had just started. K. O. Karlson went overland to investigate. At this time the brothers owned a cutter named the *Trial*, having six months' stores on board. On his report, instead of looking for gold, they took the boat round, and, as it happened to be fine weather, landed at the newly discovered roadstead, christening it by its present name. The cutter was a strongly-built craft and made several trips, sometimes being swamped and sinking after getting inside, and sometimes going ashore. She was used to carry stores for the tin mines at Heemskirk, but was subsequently disposed of to Charles Purdy. The latter was on one occasion, in 1887, bringing stores from Macquarie, when he got caught in a westerly gale, and his vessel, the *Trial*, remained attached to the Government buoy for five days and nights, the sea breaking over her all the time. At last she broke up, Purdy and two hands getting ashore in the dingy belonging to the cutter. Purdy was well acquainted with the harbour and its little ways, and had sailed the *Florence Elliott*, ketch, from Melbourne into Trial Harbour before the buoys or beacons were placed there. This may give a faint idea of the "hole-in-the-rocks" dignified by the name of harbour. In passing, it may be noted that it is someone's (*whose*, we don't know) duty to display, for the guidance of captains, a red

flag when it is dangerous to enter, and a white when safe. No one, however, appears to attend to it, while, during the roughest weather, the white flag may sometimes be seen flying, unless the gale itself has torn it down.

The *Amy*, a small vessel of about forty tons, was the first steamer to enter the port, and was piloted in by Gustav Weber. A few years later, trade began to be opened up between Hobart, Macquarie, and Reminé; but, for a long time, the *Amy* was the only vessel trading between these ports. Now, the United Steamship Company's boats call, or make an attempt to call, at regular intervals, and other steamers are constantly plying between Strahan and Reminé. Steamers from Hobart for Launceston, *viâ* Strahan, also occasionally put in to the "harbour."

REMINÉ.

The town, or hamlet, of Reminé has little attraction, except to its store and hotel keepers, both of whom have for some time been reaping a large harvest. Of the former there are several, and, as their charge is £5 per ton for the conveyance of general goods to Zeehan, £1 10s. per 100 feet superficial for timber, and 15s. per day for horse-hire, they have good excuse for contentment with their surroundings. The hotel-keepers, of whom there are two, also do remarkably well, though one could not honestly go into the region of poetry in regard to the accommodation supplied. It is only fair, however, to both classes referred to, to say that it is hardly to be expected they would be content to exist for any length of time in such a locality as Reminé, except for the inducement of big profits and quick returns.

Historically, Reminé has especial interest, as there are evident traces that the natives in days of yore used to visit this part of the coast in the summer, when they could cross the Pieman. The reefs forming the sides of the harbour are covered with mutton fish, warrina and crayfish shells, and all along the banks are traces of the old camps. Large heaps of shells, in several instances many feet in thickness, and the chips of the stones and flints with which the aboriginals used to scrape their spear points, indicate that this was a favourite camping place, and frequently visited. It is said that the last of the aboriginals were cruelly massacred near Cape Grim, by white settlers.

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ZEEHAN TOWNSHIP, LOOKING TOWARDS MOUNT ZEEHAN, 1901

FROM TRIAL HARBOUR TO ZEEHAN.

The road from Trial Harbour to Zeehan is on the lines of Long's survey of 1886. He then marked off a road from Reminé to the sixteen miles on the Strahan and Lynch's Creek road. Harman assisted in the survey for a portion of the route. Eleven miles of the road were constructed in 1887 by Government labour, and it was then extended to the surveyed township of Zeehan, about a mile and a half in a south-east direction from the present township. In 1888-9, in consequence of the population settling in the latter locality, the road was continued from near the Comstock Company's mine to Zeehan.

Starting from Reminé the road winds up a steep incline, and in a short time an elevation of about 400 feet above Trial Harbour is reached. After proceeding about a mile it turns off to the right, leaving the Pieman and Waratah road on the left. The latter road is chiefly corduroy, and is rather rough travelling, especially between Long Plains, Heazelwood, and Bischoff. From Trial Harbour to the Pieman (Corinna) is twenty-six miles, and to Bischoff another thirty-eight miles.

Returning, however, to our subject, the Zeehan road from Reminé is fairly good for the first four or five miles, considering the very heavy traffic which is continually passing over it. It skirts the Heemskirk Range, passing Mount Agnew on the left. Pedestrians generally take a shorter track by following the line of the telegraph poles and thus saving a mile and a half or two miles, joining the main road again near the Mount Agnew huts.

Passing Mount Agnew, one can see the now abandoned Orient tin mine, a standing record of waste of money and labour. The huts and workings are still standing, and there is a water race cut out of solid rock. On the Heemskirk route the Cumberland and Montagu mines had to be similarly abandoned as valueless, and their expensive plants of machinery are standing to rust. In connection with the Montagu mine one of the fortunately few West Coast tragedies occurred in the year 1881. Three men were at work in the bottom of a shaft. The braceman, Joe Brown, and a whim boy named Harry Grining, were at the top. They were warming dynamite ready for blasting when by some accident some sparks fell into the "billy" when their attention was not directed towards it. The whim boy noticed the dynamite fizzing, and sang out "Joe, the dynamite's afire!" Brown shouted "Run, Harry," and then threw a bag over the dynamite. It immediately afterwards exploded, shooting a piece of rock on to Grining's leg and injuring him severely. Brown was killed outright, his body being

terribly mutilated. Had both been killed, the men in the shaft had also been doomed, as by the time the lad had given the alarm they were already up to their armpits in water. Brown is buried in a spot about two miles north of Reminé, and a marble monument, erected by his mates to his memory, may be seen on approaching the harbour from the sea.

Till Mount Agnew is reached the country is open, and some imposing mountain scenery is in view, then it changes to forest and scrub, and a combination of deep sticky mud and badly laid corduroy renders travelling, either for horsemen or pedestrians, anything but pleasant. After passing the Comstock, the road improves somewhat. On entering the timbered country, deep gullies fall away on the right-hand side, and their gloomy depths are partly relieved by some magnificent natural ferneries formed by groups of gigantic tree-ferns, 15 or 20 feet in height. Myrtle, sassafras, and celery-top pine grow on the sides of the hills, but the timber is chiefly gum, and not, as a rule, of any great height or value. The total distance to Zeehan from Trial Harbour by this road is said to be about twelve miles, and this is no doubt correct enough from a surveyor's point of view. Among those who have to travel over it, it is acknowledged to be about as long a twelve as can be seen out of Ireland, and "tender-foots" have, as a rule, just energy enough to be glad when they get past the Silver Queen Workings and see the Zeehan township just ahead.

ZEEHAN AND ITS SURROUNDINGS.

ZEEHAN, which is now one of the most populous places in Tasmania, though, as yet, not even proclaimed a town, has sprung into existence with mushroom rapidity. About two years ago, a rough census was taken, the whole population of the settlement, including those working on the mines, numbered 130, four only of whom were females. Now there are probably between 4,000 and 5,000, including a considerable percentage of women and children.

The original site fixed upon by the Government for the township is situated about a mile and a half away in a south-easterly direction, but a combination of circumstances directed population to its present centre. Among the principal causes was the fact that the old site was some distance away from some of the leading mines, whereas the present one is in the heart of them, the main portion of the settlement being built on the Mount Zeehan Company's property, and part on that of the Silver Queen, Silver King, Silver Prince, Silver King Extended, and Despatch Companies. In close proximity to Zeehan are the Silver Queen, Silver Queen Extended, Sylvester; the areas purchased by the English Company, known as the Argent; the Oonah, Balstrups, Grubbs, Grubbs Extended, Western, and several others. Another reason for the settlement in this locality was that the Government, after repeatedly changing their minds, finally determined to make the terminus of the Strahan-Zeehan railway near a creek of considerable dimensions which runs through a portion of the Silver King property. A still further cause was one which in some measure illustrates the old lesson of "the biter bit." After the Government had surveyed the proposed township, it was sold by auction in allotments, and was almost wholly bought up

by speculating syndicates. In anticipation of a rush, these cute investors demanded extravagantly high prices for their land, and in so doing spoilt their market, later events turning the attention of would-be settlers into another direction. The former would, however, have been preferable in some respects, being on higher ground and having better facilities for drainage.

When the writer visited the locality in 1888, the only buildings standing were a wooden hut on the Despatch Company's ground and a small structure used by Fowler Bros. as a store. An hotel with about four rooms in it was in course of erection by Messrs. Eagle & Page. This was on the site of Mr. E. G. Clarke's large new hotel on the main street. Soon afterwards a new store was erected by Fowler Bros., and a small galvanised iron store by Mr. R. Kennan (now occupied by Heywood Brothers). The next building was the large store owned by Mr. Robert McKimmie, who at once commenced a lucrative business, often packing with mules and horses as much as 12 tons of stores per week and sending 10 tons ore away. At present this store contains some £8,000 worth of stock of almost every conceivable description. Up till the end of 1890, the managers of the Zeehan, Silver King, and Silver King Extended Companies refused to permit any more buildings to go up pending the sanction of their respective boards. This was, however, eventually obtained from the two former; the ground was surveyed by Mr. Jno. Power, district surveyor, and tents, huts, shanties of every description, shops, and hotels appeared like magic, and the desolate bush gave place to a busy excited human community, all eager with the one object "to make haste to be rich." The influx of population caused business to increase with great rapidity, and several large new stores were soon erected, the principal being those of Fowler Bros. (a very extensive establishment), Button Bros., Stubbings, Honiball, Spurge, and Miles. Evershed Bros. started the first book store, news agency and stationery business on the field, and conduct an extensive trade.

A TOWN GAMBLED FOR.

The principal part of the township was first thrown open on 27th November, 1890. It had been pegged out long before, but, owing to the fact that numerous applicants laid claim to the same blocks, a rather novel but speedy way of getting over the difficulty was resorted to. In some cases it would happen that a nest of pegs were put in on the same piece of land, some only on the morning of the

J. BISHOP-OSBORNE, PHOTO

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ZEEHAN TOWNSHIP, LOOKING TOWARDS MOUNT DUNDAS, 1891.

27th November. The Commissioner, Mr. Fowell, visited each block with the applicants, and unless a private arrangement were arrived at between the parties, the names were written on pieces of paper, put in a hat, and drawn for, the successful drawer taking the allotment. This naturally gave rise to a great deal of dissatisfaction, as many of the allotments fell to mere speculators, while *bonâ fide* settlers, some of whom had erected dwellings, were left out in the cold. A promise has now been obtained from the Government to bring in a bill in the forthcoming session granting a fee simple to any occupier who has made £50 worth of improvements on his property on payment of £10.

THE TOWNSHIP.

The main street of Zeehan, and in which nearly all the principal business places are situated, extends from the Silver Queen property for a distance of about a mile and eight chains, and houses of one kind or another are being erected on either side for the whole distance. It forms part of the Government road leading from Remine, and now being continued on past Zeehan to Dundas. Several cross streets have been surveyed, but with the exception of a badly made street leading to the Post Office, and which was only made by Fowler Bros. as a track to lead to their store, none are yet formed, though every block in their vicinity is being occupied or has been secured as a residence area. A sharp curve occurs in the middle of the main street, giving it an almost semi-circular form. For about half a mile from the Silver Queen workings Zeehan is very thickly populated, and from daylight to dusk presents an animated scene. Heavily laden drays, pack horses and mules, form constant processions, journeying to or from Dundas and Trial, miners with their swags, surveyors in their "blueys," groups of men here and there or on the hotel verandahs, clad in rough but often picturesque bush costumes, discussing the latest new finds, all aid effectively in the panorama, while the varied characteristics of the habitations themselves, peculiar to a city built in a day, add a sort of romance to the scene. Canvas dwellings, from the diminutive tent just rising above the cutting grass with which it is surrounded, to really commodious and pretentious structures, bark and weatherboard huts alternating with imposing hotels and stores, make up a singular but not unpleasing picture. At night the scene is even more lively, but of a different character. The hotels, which, in a mining community where single and married men are as a rule alike "batching," are the principal meeting places for either

business or pleasure, are thronged with men, and the proprietors must reap a rich harvest. In some of the hotels open mining exchanges are located, and here large quantities of scrip change hands nightly, almost everyone in Zeehan dabbling more or less in this seductive form of speculation. Billiard rooms too are largely patronised, matches and tournaments for no inconsiderable stakes often taking place, and substantial sums are generally wagered on their results. No card playing is allowed in the hotels, and it is hard to imagine what "brother Jonathan" would do for amusement in a clime where euchre and poker are barred. At present, however, there are few Americans on the field, though numbers of miners from almost every other mining district of the world. A form of gambling which finds favour among a portion of the community is the old-time game of skittles, for which there are several alleys provided, and which are numerously patronised by a somewhat noisy but as a rule good-humoured crowd, and here too a good deal of betting takes place. Compared with many mining communities, Zeehan is extremely orderly, though some heavy drinking is indulged in through the "shouting" system, which is the rule. Bowies and revolvers are not necessary items of a West Coaster's kit, and "little differences," which it must be owned are frequent, are generally easily settled by a round or two in the old English style. The residents are not, however, wholly dependent on the hotels and their surroundings for amusement, as a building known as Williams' Athletic Hall has been erected by a syndicate, and is used as a skating rink, boxing saloon, theatre, concert hall, and place of general entertainment. A smaller hall, known as the Mechanics' Institute, is also used for music, dancing. and other amusements.

PUBLIC BUILDINGS.

COURT HOUSE.

Among the principal public buildings must, on account of the uses to which it is put, be considered the Court-house, which, however, is but an ordinary galvanised-iron structure, just affording sufficient accommodation and having no architectural features worthy of note. At the rear of this is the Gaol, consisting of some five or six cells. The court is presided over by Mr. A. W. Brewer, J.P., Registrar of Mines for the district, and a bench of magistrates, but all important cases are adjudicated by Mr. E. H. Fowell, who periodically visits Zeehan, and who performs the multifarious duties of Commissioner of Goldfields, Commissioner of Mines, Commissioner of Court of Requests,

Registrar of Court of Requests, Stipendiary Magistrate, Deputy Police Clerk, Deputy Clerk of the Peace, Landing Waiter of Her Majesty's Customs, and Collector of Pine Royalty, his residence being at Strahan. A new residence for Mr. Brewer is now being constructed, that gentleman having hitherto been dwelling, like the lawgivers of old, under canvas.

POST AND TELEGRAPH OFFICE.

The first building used as a Post-office was a small store, formerly occupied by Messrs. Fowler Bros., on the Despatch property. A new but very small building was then put up near by to do duty as Post, Savings Bank, and Telegraph Offices, and is still in use for the former purposes, but a temporary Telegraph Office has now been established on the main street, and a more commodious and suitable building to include all departments is in course of construction. In the telegraph branch a vast amount of work has to be done by a very limited staff, and, through lack of sufficient appliances and wires, hundreds of messages have occasionally to be held over till a day or two after they are written. This, however, is shortly to be rectified by duplication of the wires. In 1890, when the population was far less than at present, 31,273 messages were sent from, or received at, Zeehan, 13,181 at Strahan, and 6,450 at Reminé. Mails arrive at Zeehan daily from all parts by the railway route from Strahan, and also leave daily *viâ* that port. Overland mails leave for Launceston and the north three times a week (Mondays, Wednesdays, and Saturdays), and arrive on Sundays, Tuesdays, and Fridays. Mails for Dundas leave Zeehan on Tuesday and Friday in each week, and arrive from Dundas on Wednesday and Saturday. At present letters are not delivered at the houses, and residents have to wade ankle deep in mud to obtain them, even then often having to wait an inordinately long time before they get them. Mr. H. E. Geeves is at the head of the postal department, and does all that is possible with the limited means at his command to cope with the disadvantages of his position.

PLACES OF WORSHIP.

CHURCH OF ENGLAND.

The residents of Zeehan are by no means neglected by the spiritual advisers of the various denominations. The Church of England were the first on the field. By public subscription, a wood and iron hall, capable of seating about 150 or 200 people, was built early in 1890, in Main Street, and services were conducted there by Canon Icely. As

the hall had not been erected exclusively for religious purposes, entertainments were also held there during the week, and, as this was considered rather incongruous, divine services were discontinued there, and the church trustees let the hall on rental, and it is now known as the Mechanics' Institute. Meantime, a very picturesque site was reserved for a church proper, and a parsonage was built out of funds raised by a bazaar (£160 odd). This was in the early part of the present year, and, for some time, services were held in a little room at the back. Now, a pro-church, known as St. Luke's, has been erected, at a cost of £450, capable of holding about 200 people. This will ultimately be used as a schoolroom. It has a nice little chancel, gothic windows, and is a neat-looking building. The Rev. A. G. King officiates, assisted by a lay reader, Mr. W. Garrett. Full choral service is held, and there is the nucleus of a good choir; Mr. J. Howlison being choirmaster, and Mr. Quinlan, organist. The services are well attended. The new church will be built near the parsonage, but the plan has not yet been decided upon. It will cost £2,000, a large amount of which has already been promised.

ROMAN CATHOLIC CHURCH.

About eighteen months ago (early in 1890) Father O'Callaghan rode through from the Ouse to Zeehan, under peculiarly rough and trying circumstances, and visited the settlers connected with the Roman Catholic Church, holding services in a billiard-room at Anderson's Hotel, this being the only large room available. Six months later, the Rev. Father Gilleran arrived at Zeehan, and inaugurated a scheme for building a church, the foundation stone of which was laid with much pomp, by His Grace Archbishop Murphy, assisted by the Revs. Kelch and Gilleran. Father O'Callaghan, popularly known as "Father Tim," then took up his residence at Zeehan, as pastor of the district. Services are still held in "sundry places," including the Court-house, and the Mount Zeehan Hotel; but the church will soon be erected.

WESLEYAN.

The Wesleyan denomination was the next to hold services. They put up a small building also in the early part of 1890, and Mr. Norman Foote, as a missionary, conducted the meeting. As there are a large number of Cornishmen on the field, who are mostly followers of Wesley, a good congregation was soon got together. Mr. Foote, however, resigned his position to take up that of a mining manager, and the Rev. G. S. Lloyd, the present minister, was then appointed to the district. The services are lively, and always well attended.

CONGREGATIONAL.

The Congregational denomination have, as yet, no chapel of their own, but services are conducted at the Mechanics' Institute by the Rev. T. Ellis. A place of worship, however, is to be erected shortly.

PRIMITIVE METHODISTS.

During the last few months a branch of the Primitive Methodist Church has been formed, and a small building, capable of holding some seventy worshippers, erected. The minister is the Rev. J. Nairn.

SALVATION ARMY.

As is inevitable, the Salvation Army is represented in Zeehan, and a few energetic uniformed soldiers do their best to attract attention to their mission, but, whether through the absence of "lasses" or other cause, their music (?), vocal and instrumental, does not seem in any way to "catch on" to this community, and the congregations rarely exceed the "two or three gathered together."

CEMETERY.

An area of about 15 acres, situated in a picturesque and isolated part of the Silver King property, has been proclaimed a cemetery, and has been subdivided for the interment of those of the various creeds. The late Tom Robinson, a leading broker in Zeehan, and well-known at Hobart and elsewhere as an athlete, was the first to be laid to rest here. His funeral was attended by almost all the residents of Zeehan. Six bodies are now buried in the cemetery, but five others are to be exhumed from the old burying ground at the rear of the Church of England parsonage. There is also a cemetery on the Comstock property in which a few have been interred.

LOCAL BOARD OF HEALTH.

A Local Board of Health was appointed for the township about January, 1890, of which Mr. Robert Evans, manager of the Silver King mine, is chairman, and Mr. F. Bignold, secretary. There are six other members, and Dr. C. S. Gibbons is Medical Officer of Health. Fortnightly meetings are held, and all sanitary matters connected with the district come under the control of this board. Several important works

are being undertaken. A proper sanitary service is being organised, and a depositary for refuse has been fixed upon on a section reserved from the Silver Cloud claim. There is an underground drainage system being conducted under the personal supervision of Mr. Mault, C.E., Engineering Inspector to the Central Board of Health. This simply deals with the most populous part of the township, extending from the Silver Queen to the Silver King property, and is quite of a temporary character. The main drain has been put down by Messrs. Climie & Bridley, and from each allotment there is a junction pipe, each resident having to pay for his own special pipe. Penstock chambers have been placed at the end of the three creeks which cross the township, so as to collect the water into a small space for flushing the drains. The question of the permanent drainage for Zeehan is one of some difficulty, as there is no natural outlet, the town being low lying and swampy; but it will have to be faced very soon. The water supply is another matter of importance, the residents depending almost wholly on the rainfall. A private company has recently constructed a dam by the Argent Company's mine, and supplies a limited quantity to the townspeople.

PARLIAMENTARY REPRESENTATION.

The mining districts of the West Coast are included in the Cumberland electorate, for which only one member sits in the House of Assembly. At the last general election, in May, 1891, the choice was between the Hon. N. J. Brown and Mr. J. M. Haslett, the latter going on the labour ticket. As far as Zeehan was concerned, Mr. Haslett had a majority of 170 over his opponent's 90, but this result was reversed in other parts of the constituency, and the Hon. N. J. Brown was returned. There were at this time 900 electors on the roll at Zeehan and its surroundings, but only 260 voted, most of the remainder being located too far away to make it convenient to attend the Zeehan polling booth. Had the Government located booths at Dundas, Remine, and Corinna, it is generally considered Haslett's majority would have been greatly increased. As, immediately after his election, Mr. Brown was chosen Speaker of the House of Assembly, the mining district is practically, for the present, disfranchised, and an agitation is on foot demanding either that the district be proclaimed a separate constituency, or that two additional seats in Parliament be accorded to Cumberland.

LOCAL PRESS.

A local newspaper, properly so-called since it devotes itself primarily and almost exclusively to the affairs of the West Coast, is published at Zeehan under the title of the *Zeehan and Dundas Herald.* It is the only newspaper published on the silver fields. Messrs. Calder, Bowden & Co. are the proprietors, and the journal, which is of double news size, has been in constantly increasing circulation since 14th October, 1890. The leading articles are fearless in tone, and zealously advocate the needs of the district. Specially qualified reporters periodically visit the various mines, and the journal has the credit of being a reliable source of information on all matters connected with the mining field.

PROGRESS COMMITTEE.

The dilatoriness of the Government in doing anything material for the community soon forced upon the residents of Zeehan the need of some representative body to make their wants known in the high places. Accordingly, in April last, Mr. Henry Browne, late mayor of Silverton, N.S.W., initiated the formation of a Progress Committee. In this movement he was supported by many of the leading townspeople, including J. J. Mulcahy, W. S. Targett, J. W. Allen, H. A. Lamb, T. Robinson, Dr. Kennedy, and others. A ballot was taken, and the following were elected out of twenty-three candidates :—Messrs. W. S. Targett (chairman), Dr. Kennedy, Con. H. Curtain, J. P. Kiniry, G. E. Elburn, J. M. Haslett, H. A. Lamb, and T. Robinson. Mr. Henry Browne was elected without going to ballot. In consequence of the death of Mr. Robinson, and the resignation of two other members, Messrs. C. J. Harris, J. Coombe, and J. G. A. Stitt were elected by the committee to fill the vacancies. Mr. F. Bignold is secretary. The committee have done some useful work in urging various needful reforms on the notice of the Government. Through their action the streets have been partially lighted with kerosene lamps ; a Government subsidy of pound for pound has been granted, various reforms in the postal arrangements have been effected or promised, and a number of other matters of local interest and importance are being forced upon the attention of the Ministers.

POLITICAL REFORM ASSOCIATION.

A branch of the Political Reform Association has been organised; Mr. G. P. Sinclair, manager of the Silver Queen, having been elected

president. It comprises fourteen members, elected to represent Zeehan, with power to add to their number, by representatives from Dundas, Reminé, Whyte River, Strahan, and Corinna. Great interest is shown in the movement, and, from the calibre of those who have enrolled themselves members, it will doubtless prove a success.

AMALGAMATED MINERS' ASSOCIATION.

A branch of the A.M.A. has been established at Zeehan, and already numbers over 1,000 members on its books. Mr. J. P. Kiniry is the secretary.

FIRE BRIGADE.

A Fire Brigade, initiated by Mr. F. Bignold and others, has been formed, and a 16-man manual engine has been ordered from England. This is an important movement, nearly all the houses being mainly of wood, and the insurance rates being very high.

MINING EXCHANGE.

An Exchange meets three times daily at Messrs. Adams & Lamb's office, and includes about 60 members. It was first formed in March, 1890, and then only numbered 20 members at £2 2s. annual subscription. The seats are now worth 75 guineas.

Several open exchanges are held at the different hotels, and large quantities of scrip are continually changing hands. The leading stock and sharebroking firms are Messrs. Adams & Lamb, Fewcofske & Thorniley, Black & Myring, Reid & Lovett, W. L. Carnegie, and Smith, O'Brien & Co.

BANKS.

The first bank to open at Zeehan was a branch of the Bank of Van Diemen's Land. This was started in September, 1889, at which time the township only included a small hotel and three stores, the banking office being in one corner of one of the stores. A temporary office was subsequently built on the main street, where a large amount of business was transacted until the disastrous 3rd of August, 1891, when the doors were closed, and operations suspended. Mr. C. A. Littler is manager of the Zeehan branch.

ROE'S ALL NATIONS HOTEL, ZEEHAN.

The National Bank of Tasmania opened a branch about a month later than the Bank of Van Diemen's Land. Mr. R. Hogarth is manager, and has four clerks under him.

The Bank of Australasia (manager, Mr. J. P. Doyle), and the Commercial Bank of Tasmania (manager, Mr. G. F. Henry), also opened branches early in 1891.

HOTELS.

The principal hotel at Zeehan is the Royal Exchange, of which Mr. John Joseph Mulcahy is the popular host. It is a well-built hotel, affording accommodation nightly to about seventy boarders, the catering being of a first-class description. The dining room measures 40 by 24 feet, and there is a comfortable commercial room as well as private sitting rooms. On the ground floor are public and private bars, and there is also a private saloon bar upstairs. A billiard room furnished with an excellent table is connected with the hotel and is well patronised. The Local Board of Health and other public bodies hold their meetings at Mulcahy's, and, pending the erection of the new Catholic church, services are held there on Sundays by the Rev. Father O'Callaghan. The proprietor is assisted in the management by Mr. Thos. Anderson, and has a staff of some twenty attendants. On the site of the first hotel erected in Zeehan, Mr. E. G. Clarke has now built a very large hostelry more in accordance with the times. The new building forms three sides of a square, and has a frontage of 75 feet to the main street. It is two-storeyed, with verandah and balcony, and constructed of hard-wood and pine, the brick and stone era not yet having dawned at Zeehan. The hotel, besides public and private bars, contains about fifty rooms, including forty bedrooms, four sitting rooms, bath rooms, and lavatories. A double billiard room is also being erected, and the hotel will when finished be one of the finest in Zeehan. At the rear of the hotel is a 22-stall stable, and an underground tank capable of holding 10,000 gallons of water has been sunk. A first-class and commodious hotel, where both quiet and comfort may be secured, is kept by Mr. P. Finn, and there are five other large hotels in the township, situated on the main street, and containing a great number of rooms, all of which are invariably occupied, and travellers often have great difficulty in getting even a "shakedown." The cost of living at these is somewhat less than at the Royal Exchange and Finn's, and board may be obtained at 35s. per week. At some of these hotels a separate table is kept for those affording a higher price.

Messrs. T. Creed, Laure Jensen, and J. W. King also preside over large establishments, and do an extensive business. A well-conducted coffee palace, where comfortable and quiet accommodation may be obtained, is situated on the main street, and is managed by Mr. T. E. Roberts.

THE ZEEHAN-DUNDAS RAILWAY.

The rapid extension of silver mining to the Dundas fields rendered a railway to that locality an urgent necessity, and, in 1890, an offer was made to the Tasmanian Government by a Melbourne and Hobart Company to construct a line, which, when finished, should be handed over to the Government to work; the Company to receive twenty per cent. of the gross receipts; the Government to have the option of purchase at twenty per cent. above cost price at the expiration of seven years. A Bill on these lines was introduced into Parliament, and, despite a strong opposition, was passed, the Act coming into force on 28th November, 1890. A number of stringent obligations were, however, imposed on the Company, who were bound to complete the surveys within three months, and finish the line itself within the succeeding twelve months. It was feared by the miners that these terms would not be accepted. However, work was at once proceeded with. Mr. Richard Gard'ner, C.E., of great experience in railways of other countries, was appointed to lay out the line, the construction of which was let by contract to Messrs. Leslie & Ross, of Melbourne. The tramway, when complete, will be 5 miles 79 chains in length; the gauge, 3 feet 6 inches; and 40lb. steel rails will be used. The sharpest curve is 5 chains radius; and the steepest grade, 1 in 40. The surveys were made within three months of the passing of the Bill, and at the conclusion of the six months, at which time the Company were compelled to commence construction, they had already four miles of the way formed, and great progress had been made with the cuttings, embankments, and bridges, on all of which gangs of men were set to work simultaneously. If the same rate of progress is maintained, trains will be running well within contract time. The deepest cutting is near the Dundas terminus, 6 chains in length, and 26 feet deep; and there is another cutting 25 chains long, and 16 feet deep. Bridges cross the Main Creek, Parting Creek, Henty River, and a branch of the Henty at Dundas. They are being built of timber, with 10 feet deckings, and the following are their dimensions:—Over Main Creek, total length 80 feet; Parting Creek, 78 feet; over the Henty, 95 feet; over branch

J. BISHOP OSBORNE, PHOTO. SANDS & McDOUGALL LIMITED, COLLOTYPE

DINING ROOM, MINERS' ARMS HOTEL, DUNDAS.

of Henty, 112 feet; height above water level, 25 feet. The former bridges are about 10 or 12 feet above water level. The line crosses the Zeehan-Dundas Road near the Junction, about three miles from Zeehan. A considerable portion of the route is ready for laying the rails, but the Company have to wait until the Government can send the rails by the Strahan-Zeehan railway, an arrangement having been made to that effect, in order to save the additional heavy traffic on the dray roads. Though there is little doubt as to the utility of this line, there has been a feeling of some bitterness against the Government for granting permission to a private company to construct it, seeing that, with consistent inconsistency, the Ministers refused a similar application from Mr. Norton Smith, manager of the Van Diemen's Land Company, who offered to connect Zeehan with Waratah, on the ground that the Government intended in future to make all railways themselves. Consequently, and especially as the Company comprises Hobart capitalists, it is popularly regarded as a "log-rolling" job. Eventually, this line will be carried one and three-quarter miles beyond the present terminus, Dundas, to the Maestic Company's property.

THE ZEEHAN–DUNDAS ROAD.

In 1890, the Zeehan Road was extended some three miles towards Dundas, and a further extension 12 feet formation, and 10 feet cords, is in course of construction right to Dundas. From the Henty Bridge, a short distance from the Zeehan township, for three miles or so to the junction of the North and East Dundas Roads, the road is very well formed and graded, but thence to a distance of 5 miles 65 chains it seems to have been made anyhow. It is said to have been cleared by cheap labour. The pegs must either have been altered or no line taken at all, as the road winds its way round all sorts of obstructions, and, in in some parts, there are two sharp curves in a chain. The clearing itself has been performed in a very perfunctory manner. Here again the cry of "Government job" is raised. From the commencement of the work, the local press and the Progress Committee have strongly expressed the general condemnation of this road as at present being formed, but the Minister (Mr. Pillinger) appears to pay little attention to the protest. A good road is indispensable for the heavy traffic this will have to cope with, and there are instances enough of the slip-shod manner in which it has been the custom of the Government to deal with matters relating to the West Coast without any addition to their number.

NORTH DUNDAS ROAD.

The North Dundas Road branches at what is called the Junction, about three miles from Zeehan, and is as yet only completed a distance of about two miles. North Dundas is about 7 or 8 miles from Zeehan, but the road will be eventually continued to the Pieman.

DUNDAS.

The settlement of Dundas is situated about six miles east of Zeehan, and has gradually grown with the extension of the mines in its vicinity. Mr. George Lambie was the first to peg on Dundas about three years ago, taking up one section of the Dundas Prospecting Association. J. Carnehan and W. Johnston followed Lambie up, and also pegged out the property now known as the Comet. Among other of the earlier claims were Hassett's, Mellor's, and the Central Dundas. The first galena in this district was discovered by George Lambie and James Davies on what is now Kosminsky's mine. This was on New Year's Day, 1889. This caused a bit of a rush, and Jos. Maestri and Paul Bear took up the Maestri's Broken Hill and other sections, and found what is termed "canary" ore. They started a tunnel to drive this, and came on the present big galena lode. T. Page was the first to discover chromate of lead on the Dundas Extended property. Since then, sections have been taken up in all directions, and the mining area is still extending rapidly. For a long time Dundas was only a depôt for miners' stores, but the extension of the field invited enterprise, and substantial buildings began to be erected. Mr. H. Johnson led the van by building a commodious hotel on the Dundas Prospecting Association land, which has proved a great boon to travellers. Shortly afterwards Mr. Robert McKimmie, of Zeehan, erected a branch store about half-a-mile to the west. Food for the mind, in the shape of literature, was supplied by Evershed Bros., the pioneer booksellers, stationers, and publishers, both of Zeehan and Dundas. Several other buildings are now in course of erection, and there is every sign that Dundas will soon assume considerable proportions, 150 residence and business areas already being taken up. The township is bounded on the west by a branch of the Henty River, and is principally built on an 80-acre section taken up in the name of Deeble. Parts of the township are low-lying, but it has better facilities for drainage than Zeehan, and there is also a better supply of water—the Henty at this part being a rapid

DUNDAS TOWNSHIP, 1891.

stream. The present buildings are on the main road, but as population increases, it will probably extend north and south, the direction of the main road being east and west. About 200 allotments have been surveyed by Mr. Sorell, surveyor, and have all been taken up. The Minister of Lands has decided that any *bonâ fide* selectors shall have the fee-simple of their holdings, provided they expend £50 on improvements and pay the survey fee and upset price of the land. The Zeehan-Dundas Tramway is well on towards completion, the site for the station being about a mile to the south of the township.

HENTY-DUNDAS RAILWAY.

The Tasmanian Government has recently granted permission to a Melbourne and Hobart Company to construct a railway from the Broken Hill Ore-Dressing and Smelting Company's Works at the Henty River direct to Dundas, junctioning the Strahan-Zeehan near the smelting works, a distance of about four and a half miles from Zeehan, and twenty-five miles from Strahan. The railway, which is to be completed by August, 1892, will be about eight miles in length, and will pass through or near various of the Dundas mines, including the Maestri's, Melbourne Proprietary, Adelaide Proprietary, Central Dundas, Dundas Extended, Kosminsky's, and the Comet. The estimated cost of construction of the line is £4,000 per mile. Similar conditions to those imposed on the Company constructing the Zeehan and Dundas line govern this contract, the Government working the line and the Company receiving twenty per cent. of the gross receipts. The minimum rate for freight has been fixed at 9d. per ton per mile, and the maximum rate for passengers at 4d. per mile first, and 3d. per mile second class. The Company will also establish telegraphic communication between the junction of the line with the Government railway and Dundas.

SMELTING WORKS.

On the banks of the Henty, and about four and a half miles from Zeehan, close to the Strahan-Zeehan railway, Smelting Works are about to be erected by the Broken Hill Ore-Dressing and Smelting Company. The site is a very suitable one, a large supply of fluxes, limestone, etc., being at hand, and, while within convenient distance of the Zeehan field, a branch line, on the eve of being constructed, will place it in direct communication with the principal Dundas mines.

BRICKMAKING.

Brick-fields have recently been started by the Zeehan and Dundas Brick and Tile Manufacturing Company, about two miles and a half from Zeehan, on the south side of the Little Henty. The Company owns about six acres of ground, bounded on one side by a branch of the Henty, and having a frontage of five chains to the main road. The work done on the property exposes a face of clay, with veins of decomposed slate running through, from 15 feet to 20 feet high by a width of three chains. Large sheds capable of holding 80,000 bricks have been erected, and machinery capable of turning out 100,000 to 150,000 per week is being put up. Mr. John Connor also has a brick-field at Zeehan, and was the pioneer of this industry.

CLIMATE, RAINFALL, AND GENERAL NOTES.

The West Coast does not enjoy a good reputation as regards climate. Rain falls during a considerable portion of the year, and the temperature has a wide range, from bitter cold to tropical heat. as high as 105 degrees in the shade having been registered. The hottest months are January, February, and March; and the coldest, as a rule, from the latter end of June to September. The rainfall for the last ten months of 1890 was 79 inches 20 points, rain occurring on 155 days out of 306. During the first six months of the present year (1891), 30 inches 82 points have fallen, the wettest month being January (532 points on 18 days), and the dryest, June, in which 217 points fell. In consequence of the constant rains, the country is almost always more or less flooded in the low-lying districts, and, except on the main roads (which are bad enough), travelling would be almost impossible but for the button rush and cutting grass, which grow in big tussocks out of the surrounding bog.

Though the West Coast as a whole has been hardly dealt with by nature, it also has its advantages, especially within a few miles of Macquarie Harbour. It is exceptionally well watered by the Gordon River, which drains the eastern side of the King William Range, and which rises within eight miles of Lake St. Clair, the source of the Derwent. The Gordon River has its origin in a number of small lakes lying just under the King William Range, its course being southward until coming to the Gordon bend, when it flows to the northwest, watering an almost unexplored country. It empties itself into the south-*east end of Macquarie* Harbour, and is navigable for vessels as large as

the *Pateena*, for fully thirty miles, until within half a mile of its junction with the Franklin River, which is one of its tributaries. Only sailing craft have, so far as I can learn, navigated it at present. The King River is only navigable for small craft, as there is a sand bar across it at the mouth. Piner's boats sometimes get in, but have often to wait a long while for a favourable tide to take them out again. The King River rises out of the Eldon Range in two branch streams, sometimes called the North and South Eldon Rivers, which join, and the stream flows on the eastern side of the West Coast Range, cutting through it between Mount Huxley and Mount Juker, emptying itself into Macquarie Harbour about two miles distant from Strahan. The Princess and Nelson Rivers are two of its tributaries.

The West Coast, too, is rich in certain kinds of timber, especially the red pine and Macquarie Harbour or Huon pine, which grows chiefly about the flats of the rivers, but a large quantity of this has been cut during the past few years. As a rule, the timber in the mining district is poor, though at Heemskirk, on the eastern side, there is some pine, and there is also a splendid bed on Flannigan's Flat, mostly cut and lying neglected on the ground. This pine is suited for pillars, furniture, waterwheels, and in fact, almost anything, and is very durable. Celery-top is the only pine growing in any quantity in the Zeehan district, and this is only suitable for common articles of furniture. Almost the only splitting timber there is gum, of which, however, there is a considerable quantity. A peculiarity of the timbers of the West Coast is that green newly-cut timber will burn readily.

Where such wealth of timber exists as in the pine district round Macquarie Harbour, one would naturally expect to find the wooden buildings in the township of Strahan and Zeehan constructed therefrom, but such is not the case, and stacks of American, Oregon, or other woods may be seen wherever new buildings are in course of erection. Not only are the pine-cutters, in addition to the arduous nature of their calling, surrounded by restrictions and regulations, but they have to pay £1 per month for a license, and the imposition of a heavy royalty amounting to 4s. 2d. per 1,000 feet on all pine shipped from any port in a pine district to any other Tasmanian port of entry, and double that amount to any port outside the colony. This effectually hinders the growth of the industry. These restrictions were put on about seven years ago, and were then caused by a scheme in progress for the wholesale felling of pine, which was shipped to Melbourne and sold at a nominal price. The idea of the Tasmanian Government was to conserve the Tasmanian pine so that, as the foreign exportations to

the other colonies became more or less exhausted, the Tasmanian article would become more appreciated, and its price advance accordingly. As yet, however, the restrictions seem only to have had an injurious effect on what might otherwise have been, especially in view of recent events, an important industry.

The country generally is not very suitable for cultivation, except in patches. There are several good areas of land round about Strahan, which could be made to yield good crops, and similar patches in various districts, near the shores of the harbour, such as at Kelly's Basin, and on the banks of the King and Gordon Rivers; but, at present, settlers are debarred from its cultivation, owing to the whole of this district being reserved for mineral purposes. A few vegetables are grown at Trial Harbour, and on the banks of the Henty River, but there is no market gardening or farming on the West Coast worth mentioning.

Animal life is only fairly represented on the West Coast. Wallabies and kangaroos are pretty plentiful between the Henty Rivers, and badgers also abound, or did until thinned out by hungry prospectors. Snakes are numerous in summer, and especially favour the flats near Queen River. Cockatoos and mountain jays (a kind of black magpie) are common, and thousands of black swans frequent Macquarie Harbour. Widgeons and wild ducks are also met with in the harbour in large numbers. South of Macquarie the native tiger is to be met with. Fish are plentiful in Macquarie Harbour, but only eels and a a few small kinds of fish are to be met with in the West Coast Rivers. Crayfish are plentiful in Trial Harbour.

THE RING RIVER GOLD RUSH.

On the 24th June, 1891, great excitement was caused in Zeehan by the arrival of some miners from Ring River with 117 ounces of gold which they had obtained from what is now known as Booker's Creek, close to the Mount Read Reefing Company's property. The gold was deposited at the Zeehan branch of the Bank of Van Diemen's Land, and its exhibition led to a hurry and scurry for prospecting dishes, all in the township being soon bought up, some enthusiastic diggers taking frying pans as substitutes. Swags and stores were packed, and numbers of miners bound for the new find were soon on the road. The fortunate party discovering the gold were—C. Booker, J. O. Rooke, G. Kirkland, and J. Mills, and the 117 ounces was the result of eleven *days' prospecting.* The largest nugget weighed 1 ounce 2 dwts., and

the gold was valued at £3 18s. per ounce. Within a few days between 200 and 300 miners were busy prospecting all the creeks in the vicinity of the find. Booker's party sent in another 15 ounces for the next fortnight, and another party of two got 20 ounces for three weeks' work, but nothing more of a sensational character was discovered, and heavy rains soon drove many prospectors home to Zeehan. Those who remained continued to send in small quantities, and a nugget weighing 10 ounces 14 dwts. was found by a prospector early in August. Though the excitement has died out, many old prospectors are of opinion that rich deposits exist in the beds of several of the creeks of the Ring and Pieman rivers, which have by no means been thoroughly tested as yet.

WORK ON THE MINES.

WITH the exception of a few of the Zeehan and Dundas Mines, work on any extended scale has only recently been commenced, owing chiefly to the lack of means of transit for machinery and plant. This difficulty is now in a large measure removed, and many of the larger companies have machinery erected and a considerable number of men employed in developing their properties. It is gratifying to note that those mines upon which the greatest amount of work has been done continue to show every indication of the permanent nature of the mineral deposits in this district. In the following pages we give a short account of several of the properties and the work done thereon to date (August and September, 1891).

ZEEHAN MINES.

BALSTRUP'S CENTRAL SILVER MINING COMPANY.—Section No. 741. 80 acres. A. G. Lea, Manager.—This property is east, and adjoining Balstrup's Manganese and the Manganese Hill, and the manganic ironstone outcrop on the latter continues into this property a few chains north of the south-west corner. The section is traversed by several lodes, which are being tested by tunnelling. No. 1 tunnel, on what is known as Balstrup's Lode, has been driven 185 feet through lode matter nearly the whole distance, assays giving a small percentage of silver and lead. The character of the ore is ironstone, gossan, manganese, and kaolin, somewhat similar to the Broken Hill ore. A shaft has been sunk connecting with the tunnel at 85 feet level, and continuing below it to a depth of 99 feet, and is well timbered.

throughout. A frame set has been put in at this level, to be used as an outlet for the water, and, as the tunnel will drain the surface water, little difficulty will be experienced in regard to it in the shaft. No. 2 tunnel, 200 yards east of No. 1, has been driven for 200 feet in 30 degrees west of north direction. A crosscut has been put in to the west for the purpose of cutting the lode, as the working is 30 feet lower than No. 1; the object is to drain the higher working. This is in over 150 feet, passing through lode matter most of the distance—gossan, ironstone, and occasional bands of galena—giving small assays, the highest being 27 ounces silver and 24 per cent. lead per ton. No. 3 tunnel has been driven 120 feet due north in highly mineralised lode material, carrying a little galena. No. 4 tunnel is at the intersection of Brown's Creek, where the first galena ore was found on the surface, and known as the Argent Lode A crosscut was driven into this hill for 70 feet, and, at this point, a band of galena was met with. Following the course of the lode for 27 feet, about 10 tons ore were taken out, the ore bed at this distance showing very large, and galena all through the lode; assays gave a result of 32 ounces silver and 24 per cent. lead. Grubb's tramline runs right through the section. A large and promising show of ironstone and gossan, carrying carbonate of lead, which assayed 48 ounces silver and 78 per cent. lead, is situated on the western side of the tramway on what is known as Johnson's Flat. A prospecting shaft was sunk 30 feet, with the object of opening out at this depth, but excess of water put a temporary stop to operations. Trenches were cut near the shaft, and several very rich veins of sulphide ore discovered. having a tendency to make, as sinking advanced; bulk assays gave 250 ounces to 300 ounces silver, and 56 to 85 per cent. lead per ton. About 25 bags of first-class ore are ready for shipment, and about 25 tons could be at once sent away if necessary. Some valuable discoveries have also been made on Goode's Hill, but are not prospected yet to any extent.

BALSTRUP'S MANGANESE HILL SILVER MINING COMPANY.—Section No. 1,209M. 80 acres. J. F. Heighway, Manager.—This Company's property adjoins the Manganese Hill on the north, and it was on this claim that ore other than galena was first discovered on this field. When trenching across the lower portions of the spur leading from the main hill, Mr. Balstrup got a lode of from 18 inches to 2 feet wide, which showed certain green crystals which he thought resembled others he had seen in stone taken from Broken Hill. Specimens were assayed *by Mr. W. F. Petterd,* of Launceston, and found to contain embolite,

an ore containing 66·86 per cent. of pure silver; bulk samples were also assayed, yielding up to 598 ounces to the ton. The lode was first cut about half a chain from the Silver Queen Extended boundary, its course being north-west and south-east. A tunnel was driven for a distance of 950 feet, and a crosscut was started 370 feet from mouth of tunnel, striking the lode at a distance of 12 to 18 feet, the lode being 6 feet wide. A winze has been sunk in the floor of the drive to a depth of 45 feet, and the following are the stated results of assays of material taken from this winze:—Canary ore, 888 ounces silver, 59 per cent. lead; gossan with native silver, 830 ounces silver, 27 per cent. lead; galena, 178 to 198 ounces silver, 76 per cent. lead; carbonate of lead, 15 ounces silver, 70 per cent. lead; ironstone and galena (bulk), 119 ounces silver; soft sulphide, 343 ounces silver, 73·7 per cent. lead; carbonate of lead (bulk), 44 ounces silver. An air shaft 130 feet deep was sunk, and a drive on the lode easterly was continued along the lode for about 500 feet. The lode, as a rule, was 6 to 8 feet wide, increasing, when 245 feet from the crosscut, to 15 feet, containing iron and manganese oxides, and occasional crystals of cerussite. At 250 feet a second crosscut is made to the main tunnel. At 450 feet the course of the lode alters to a more southerly direction, and at 500 feet a third crosscut (250 feet) connects the drive with the main tunnel. The entrance to this tunnel is on the western boundary, and a second tunnel is being driven from the eastern side, and is in about 800 feet. About 300 feet more has to be driven to cut underneath the big outcrop, which is seen on the top of the hill.

Comstock Silver Mining Company.—Section No. 712-87M. 80 acres. Mr. Kirkpatrick, Manager.—Two lodes were discovered and tested on this section, and the Company were the first on the Zeehan field to send anything like a bulk sample away for treatment. About 220 tons were sent to Dry Creek (South Australia), which gave a gross value of £15 per ton. A tunnel was driven 600 feet, to intersect the lodes, and, since then, they have been steadily pushing ahead with dead work. When this is completed it is anticipated the mine can be worked with considerable profit to the shareholders.

Despatch Silver Mining Company.—Section 243-87M. 80 acres. Daniel Rowe, Manager.—This property is situated north of Zeehan township, the Zeehan Post-office standing on a portion of the Despatch claim. Four lodes have been traced, with several good branches

of ore coming in from the Mount Zeehan Company's claim, and crossing the Zeehan Main street. An engine shaft, 14 feet x 4 feet 6 inches, is being sunk on a lode—probably the continuation of the Silver Queen lode in Section 1,666M—and the Company are about to erect winding and pumping machinery, costing £1,500. Assays of ore from surface yielded from 40 ounces to 120 ounces silver per ton. There is a large quantity of good ironstone, lime, brick clay, and timber on this claim.

DUFF'S SECTIONS, 1,148, 1,401, 1,416.—Now Austral South.—Considerable exploitations of the above sections have been carried on for a period of twelve months by means of tunnelling, proving the existence of extensive lodes, composed principally of galena and carbonate of iron, and giving very good assays of silver and lead; the ore on this property is a fac-simile of the Maxim ore, and goes to prove that the Oceana lode practically extends to Balstrup's, Manganese Hill having been cut in 1,148, 1,401 Duff's; 1,107 Johnstone; 1,032 Duff's; Maxim 924. Duff's sections south-east of the Kings, again embracing some 400 acres, are magnificently situated to get the well-known Silver King Lode, and it is hoped that in the course of an early period these anticipated results will be confirmed. Panton & Conolly's section, in centre of Duff's leases, is a very good property, having a very substantial show, the lode having been cut and exposing good galena ore, and this is considered to be the Monte Cristo east and parallel to the Silver King lodes. This portion of the field must necessarily in the near future attract considerable attention. Duff's sections north of the Nevada and Mariposa properties are in good positions, and recent developments show good judgment on the part of the original prospectors in pegging the country.

GALENA PROSPECTING ASSOCIATION.—Eight sections are held by this Association, six of 80 acres, and two of 40. The property is between two and three miles in an easterly direction from Zeehan. Several galena lodes have been traced, but no work is being done, the directors being undecided as to the question of increase of capital; and in any case machinery is necessary to work the mine, and this cannot be obtained until the completion of the Strahan-Zeehan railway.

GRUBB'S SILVER MINING COMPANY.—Sections Nos. 1,562 and 1,580-87M. Mr. J. Woolcock, Manager.—The principal lode crops above the surface in about the centre of this property, and makes a *course of 30* degrees west of north. It has been driven on at a shallow

level a distance of 80 feet, and varies in width from 2 feet to 7 feet, the greater part being high grade ore, assays showing from 60 ounces to 80 ounces silver, and about 70 per cent. of lead. About 50 tons of ore were sent to Freiberg, yielding an average of 52 ounces silver and 60 per cent. lead. The lode is strong and well defined, with a splendid class of country on foot and hanging wall. On the north side of this outcrop a drive has been put in on the lode, and a very fair class of ore met with, carrying carbonates, sulphides, and a high percentage of silver. But little work has been done on the mine during the last twelve months, as the Company have been making a tramway from the mine to the Strahan-Zeehan railway, a distance of three miles. The tramway has a 3 feet 6 inch gauge, steel rails, the highest grade being 1 in 40, and no curve less than five chains radius. This line, which is nearly completed, will be of great use to a number of other mines besides Grubb's. On its completion, the Company will be in a position to erect machinery on the ground, as the poppet heads are in place, and the main pumping and winding shaft has been sunk to the adit level in readiness for machinery as soon as it can be brought from Strahan.

JUNCTION SILVER MINING COMPANY.—This Company owns two 80 acres, Nos. 818 and 819; bounded, and adjoining, on the east the Silver Queen, Block 1, and on the south the Silver Gate. The former section, though having good surface shows, has not been prospected to any extent, the work, so far, being confined to Section 819, on which no less than five lodes have been traced and tested. On No. 1 lode a tunnel has been driven on the course of the lode (30 degrees west of north) for a distance of 70 feet. Several tons of ore have been obtained right from the entrance of this tunnel, and assays have yielded an average of 100 ounces silver and 70 per cent. lead per ton. The lode formation in the tunnel is about 20 feet wide, and consists of pyrites, gossan, quartzite, and galena. Water in this, as in many other of the Zeehan mines, proves a serious difficulty, and operations had to be temporarily stopped at this stage. Deeper sinking will be necessary to test the permanent value of this lode. No. 2 lode has about the same course as No. 1, and is on the eastern side of the section, the former being nearer the centre. Good ore has been found from this lode formation, but very little work has been done towards its development. No. 3 lode is about 3 chains west of No. 2, and has a course of 35 degrees east of north, with an eastern underlie. The cap of this lode has been uncovered for 1½ chains, and a tunnel has been driven about 70 feet on the course of the lode. At 60 feet it pinched out, but driving

was continued, and it has now been recovered; the lode being 2 feet 6 inches thick, with 18 inches of solid galena. It consists of decomposed galena and a little quartzite. Ore taken from the lode went as high as 151 ounces silver to the ton, and 70 per cent. lead. A winze has been sunk on this 40 feet, the lode in the bottom being 6 feet wide. The footwall has not yet been met with. This is, as yet, the most important lode, and the manager is sanguine as to the results which will accrue from its working. No. 4 lode is supposed to be a continuation of the Western Company's lode. The indications are good, but the country is very much disordered, and sinking operations have not yet been successful. Prospecting for this lode is also being carried on higher up the creek. On No. 5 lode a shaft has been sunk 35 feet, but work has been suspended through excess of water. At the bottom of the shaft the lode was 6 feet wide, and very promising in description. Mr. Josiah Hocking is Mining Manager.

MAXIM PROSPECTING ASSOCIATION.—Prospecting operations on the property of this Association have resulted very favourably. Quoting from a report presented to the shareholders by Mr. W. F. Petterd, a recognised authority on mining in Tasmania:—"The main lode, as exposed by numerous trenches and shallow shafts, appears to be of a strong body of ore contained in a strong and permanent fissure, about four feet in width. The general gangue matter is a yellow compact carbonate of iron, through which run regular bands, in variable widths, of an extremely rich sulphide of lead, of fine texture and peculiar bluish colour. Numerous assays to test its metallurgical value have all resulted in satisfactory returns, and tend to prove that little doubt can exist as to its payable character." Indications of the existence of various other lodes have also been found, and the mine will probably be heard of a good deal in the future. The property has recently been disposed of to a wealthy Melbourne syndicate, the original holders receiving a considerable sum in cash as well as a large share interest in the new company.

MOUNT ZEEHAN (TASMANIA) SILVER-LEAD MINES LIMITED.—Sections Nos. 193 (Block 1), 192 (Block 2), 1,643 (Block 3), 1,665 (Block 4), 189 (Block 5), 196 (Block 6), 195 (Block 7), 994 (Block 8), and 2,154 (Block 9).—This property belongs to an English Company, and comprises sections formerly held by the Argent, Silver Queen, Silver Queen Extended, Silver Spray, Britannia, and Montana Com*panies.* A tramline (gauge, 2 feet 3 inches, steel rails 14lbs. to the

yard) has been laid from the main street of Zeehan, 44 chains to the Argent and 37 chains further to the Silver Queen Extended sections. The full distance is something short of a mile. Commencing with Blocks 1 and 2 (Argent sections), five lodes have been discovered on that property. No. 4 lode has been traced on the surface a distance of 20 chains, and averages from 18 inches to 6 feet in width. No. 3 has been traced for 15 chains, where it intersects No. 4 and No. 2 lodes, and is from a foot to 6 feet wide on surface. No. 2 lode has been traced a distance of 15 chains on surface, and so far there has been nothing but iron gossan, as they have not been tested to the depth of water level. No. 1 has been traced for 8 chains. It is a very strong lode, and the ore, 155 bags of which were sent to Germany, gave a bulk assay of 93 ounces silver and 65 per cent. lead per ton. In parts, this lode is 5 feet wide, of solid metal. A main shaft was sunk on the Argent east of No. 4 lode to intersect it at 300 feet level; but, on account of the insufficient steam power, they were unable to get any deeper than 80 feet, and, consequently, had to drive at the 72 feet level so as to leave 8 feet for a well. They discovered a lode about 14 feet from the shaft that they never expected to get. It was 2 feet 6 inches wide, and by driving 79 feet they pierced the No. 4 lode, but were then flooded out. Ore has been taken from the surface from the No. 4 lode, and has given bulk assays of 93 ounces silver. Pumping with new machinery (12-inch Cornish engine) has been started, and as this is working splendidly, there is no doubt they will be able to cope with the water, and great things are expected from this lode. Blocks Nos. 3 and 4.—These two 40-acre sections formerly belonged to the Silver Queen property, and adjoins the Argent to the west and the Silver Queen Extended to the north; very little work has been done on these blocks. Block 5 (Silver Queen Extended section).—On this 80-acre section four lodes have been found. A main shaft has been sunk to a depth of 124 feet, and a crosscut started at the 110 feet level. At the 96 feet end of the crosscut they got No. 1 lode, and have driven 302 feet at the north end and 200 feet at the south. The lode is rather porous here, but the formation is about 6 or 7 feet wide, carrying in places generally second-class ore. In continuing the crosscut they came into a large cavern, and have driven about 32 feet through soft lumps of steatite formation, decomposed pug and clay, with spar; work here has been discontinued at present. An air shaft has been sunk on No. 1 lode a distance of 99 feet; most of the ore obtained has been of second-class. A shaft was sunk on the course of No. 2 lode (48 feet), some very good ore being obtained, but

in places only about 18 inches wide. No. 2 shaft was started, 10 feet by 4 feet in the clear, and sunk to a depth of 73 feet for the purpose of intersecting lodes 3 and 4, but this was discontinued on account of large influx of water. A donkey engine will be put to work here shortly. Blocks 6 and 7 (Silver Spray section).—Very little work has been done on these sections, but Grubb's tramline has exposed two large iron gossan formations, and in one, just through the surface, the lode was traced, and gave 30 ounces of silver to the ton and 12 per cent. lead in kaolin formation. Block 8 (Britannia section).—On this section a crosscut has been started 26 feet to intersect the pyrites lode, but work has been discontinued for the present. There is a large galena formation which the manager considers is a continuation of McClean's lode, and there is also a large gossan outcrop on the summit of the hill. A shallow adit has been driven for a distance of 50 feet through kaolin and gossan formation, but as yet there is no appearance of a footwall. Block No. 9 (Montana section).—A shallow adit has been driven to intersect the lodes found on this property. In driving this adit, four lodes were cut. From No. 1 lode about £6,000 worth of solid ore was sent away from the 26 feet level, by a chain in length, besides second-class ore. This lode is 4 feet wide at that depth, but on account of no road or tramway being yet formed, and the influx of water, work is temporarily suspended. No. 2 lode has been driven on for some distance, and has turned out some first and second class ore. A winze has been sunk to a depth of 21 feet 6 inches, and a lode formation about 2 feet wide, very nearly solid, discovered. In cutting No. 3 lode they had almost 12 feet solid galena, and, being but 28 feet below the surface, got a considerable quantity of both first and second class ore. A whim shaft is down 51 feet, but excess of water has stopped operations until machinery can be got to the ground. No. 4 lode was got in the crosscut from No. 3, but no prospecting either north or south has been done thereon, and at present it is only 18 inches wide, with second-class ore. The whole of the Mount Zeehan Silver-Lead Mines are under the management of Mr. James Hancock, late manager of the Argent Silver Mining Company, and of extensive experience. He has under him a staff of clerks, and about 50 employés; but it is expected that several hundred men will be employed when machinery can be obtained.

MOUNT ZEEHAN SILVER-LEAD MINING COMPANY.—Sections Nos. 559M. 40 acres, and 909M. 80 acres. W. H. Wesley, Manager.—The *property owned by* this Company adjoins the Mount Zeehan Silver-

Lead Mines Limited on the north, the Despatch and Silver Queen on the south, and the Silver King Extended on the west. It was on this property (formerly the Arthur and Long Plains Prospecting Association) that the first discovery of silver in the Zeehan district was made, and a good deal of work has been done on the claim, resulting in about 2,000 tons of galena ore being stacked at date (July, 1891). This ore has, however, been obtained chiefly in bunches, and the lode matter met with has been very variable in quality. Nearly all the work done has been on section 909, on which a main and an air shaft have been sunk a depth of some 124 feet. At the 60 feet level in the air shaft, drives were put in to north-west (113 feet) and south-east (241 feet) on course of lode, which in the south face was about 3 feet wide. From the main shaft crosscuts were put in east and west, the former 141 feet and the latter 225 feet, the lode being cut at 203 feet. Drives have been extended north and south, but no important change has yet occurred. Judging, however, from surface indications, shoots of richer ore should soon be met with. Hitherto the lode consists of carbonate of iron with galena. Bulk assays from 22 tons ore sent to Sydney showed 73 ounces silver and 52 per cent. lead to the ton. Another lode, situated close to the main street, is now being sunk on, the lode matter right from the surface being rich in galena.

North Grubb Silver Mining Company.—The North Grubb Silver Mining Company's property consists of two sections of 60 and 80 acres, and numbered 1,674 and 1,681. The property is favourably situated, having Grubb's Silver Mining Company on the south, which Company has opened up and proved a good defined galena lode, 4 feet wide, and and of good quality. It is bounded on the north by the Queen and Balstrup Junction Silver Mining Company, on the west by the Tasmania Silver Mining Company, and on the east by E. Mace's lease of 80 acres. There are two known lode formations running through the north Grubb property, namely, Grubb's Company's main lode, which strikes 38 degrees west of north and east of south. A tunnel is now being driven to intersect this lode, at a depth of 180 feet from the surface, and is now in a distance of 328 feet, principally through mineralised slate and sandstone country. The first 80 feet of this tunnel was driven on a cross-course, or branch feeder, to the main lode, which carried bunches of galena ore; this formation took a heave to the south, and was left on the south side of the tunnel. At 170 feet a slide from the main lode was met with, carrying galena ore, iron and arsenical pyrites, and carbonate of lime. The Manager is now expecting to cut

the main lode, but, as the dip or underlie cannot be correctly estimated, it is impossible to tell the exact distance within 20 or 30 feet. It is intended to open a drive on the slide met with, and drive south to meet its junction with the cross-course or branch lode, where it is probable ore of good quality will be met with. The No. 2, or tramway lode, is a galena formation, and strikes 5 degrees north of west and south of east. This formation, according to its strike, will junction with the main lode 600 feet south of the tunnel. Good quality ore has been got from this lode where cut on tramway by Grubb's Company. A shaft was put down 18 feet to cut this lode, but the water was too strong to allow of it being sunk deep enough to cut the lode formation, and work was stopped pending better appliances to overcome the water. There is also a large gossan formation traversing this property worthy of development, which must be done by shaft-sinking; work has been confined to the 60 acre section, and consists of a tunnel 328 feet, shaft 18 feet, and surface trenching. In some of the trenches galena ore assaying 40 ounces to the ton was got, but the water was too strong to sink a shaft and test it at a depth. There has been little or no prospecting done on the 80-acre section, and it requires a large capital to develop and prospect this extensive property. The characteristic of the country is mineralised slate and sandstone, iron gossan, diorite, felspar, carbonate of lime, and quartz. Mr. John Deegan is Mining Manager.

NUBEENA SILVER MINING COMPANY.—Section 2,330-87M. 80 acres. T. H. Smith, Manager.—This property is bounded on the east by Grubb's and the North Grubb mines, and on the south by the Mascotte. The surface show on this ground is of a very promising description, three parallel lode formations having been traced, their strike being 20 degrees west of north. A gossan outcrop, 4 feet wide, has also been found on the top of a hill, and traced for some distance to the north-west and south-east. Little work has been done on this mine beyond trenching on No. 3 lode, which consists of quartz and veins of galena. Assays taken from this formation gave 58 ounces silver per ton. Fahl ore from the same formation gave 90 ounces silver per ton. From galena from No. 2, the result of assays showed 70 ounces. The value of these lodes will shortly be tested by adits.

OCEANA SILVER MINING COMPANY.—The Oceana property includes two 40-acre and two 20-acre blocks, situated at the foot of Mount Zeehan. A lode formation, some 70 feet wide, outcrops near the centre of the section, showing carbonate of lead and crystals of cerussite. Two shafts *have been sunk, one* 45 feet, and another 40 feet; 200 feet of drives

and 80 feet of crosscutting have also been put in. A fairly good show of carbonate ore was met with in No. 2 shaft, payable up to the grass. The Company is constructing a tramway to connect with the Strahan-Zeehan line, in order to get machinery to the mine. This property promises to be very valuable.

OCEANA EXTENDED.—Adjoining the Oceana, on the western boundary, is the property of the Oceana Extended. It is in a favourable situation, being on the eastern slope of the southern range of Zeehan. On this range a very important discovery has recently been made by the Oceana Company, and which some consider identical with Grubb's lode. Upon the east side of the Oceana Company's ground they are working an extensive carbonate and sulphide show, also carrying the native silver of the district. As the Oceana Company have not yet reached the country rock on the western side of their property, it may naturally be assumed that the good ore will continue past or near the boundary of this section. The approximate course of the Oceana lode has been stated as 30 degrees west of north, while the run or course of the sulphide bodies of ore are about north and south. Should the course of these bodies obtain, there can be no doubt that this section stands an excellent show, seeing that the Oceana and Balstrup's are in a direct line, and are considered as one.

ONTARIO SILVER MINING COMPANY.—This Company's property is situated about six miles from Zeehan in a south-east direction. A drive has been put in for 200 feet through highly mineralised country. At this point an open fissure has been intersected, which the manager, Mr. Wm. McKenzie, thinks will develop into a true fissure lode, as it contains sulphides of lead and pyrites. He purposes continuing on this to reach the solid country or wall. The vertical distance from the face to the surface is 180 feet. Immediately the solid wall is reached, a crosscut will be started and driven south, and, as the country rises some 60 or 80 feet in that direction, the Manager hopes that this fissure band will develop into a sulphide lode, as the prospects hitherto obtained warrant him in believing this to be a true vein. The assays from concentrates in fissure gave 65 per cent. lead, and 35 ounces silver to the ton. Mr. Wm. McKenzie, late manager of McClean's mine, and now in charge of the Ontario, was the first to conduct assays on the field, giving his services to prospectors gratuitously. He also disseminated useful information as to concentration of ores, to free them from the various impurities, such as quartz, zinc blende, etc., so as to render them fit for the smelters.

OONAH SILVER MINING COMPANY.—Sections Nos. 1,110-1, 75 and 74 acres. Edgar Brook, Manager.—These sections are situated north and adjoining the Silver Queen, and south adjoining the Junction. The Montana is on the eastern boundary. The main work has been done on section 1,110, on which two lodes have been discovered, one running north-north-west and south-south-east, and the other north-east and south-west, underlie of the latter being east. A tunnel has been driven on the north-east lode for a distance of 300 feet, the lode being cut at 246 feet from the mouth. The quality of the lode is high grade galena, and the matrix carbonate of iron. Assays of ore taken from the lode have given as high as 127 ounces silver and 82¼ per cent. lead per ton. At the present time (July, 1891) a tramway is being laid into the tunnel for the purpose of driving a further distance on the course of lode. The country is diorite. The amount of backs is now about 70 feet. A shaft has been sunk on the other lode, and the formation has been cut, composed of carbonate of iron and galena. A shaft is sunk on the former lode, some 16 feet to date, and the lode was cut at a depth of 12 feet, where it widened out, and showed a formation of 3 feet between the walls, the wall formation also carrying galena; work has had to be suspended owing to the influx of water. About five tons of metal are stacked, assays showing 82 ounces silver per ton. An air shaft has been sunk, connecting with the tunnel at 39 feet from the mouth. The present course of lode has altered to west-north-west.

PYRAMID SILVER MINING COMPANY.—Section 370-87M. 80 acres. Mr. T. Polkinghorne, Manager.—This property is situated about two miles south of Zeehan, the Strahan-Zeehan railway crossing the north-east angle of the ground. Two lodes have been discovered near a creek, one a strong sulphide lode about 15 feet wide. The outcrop, 10 feet wide, shows fairly good galena, assaying 20 ounces to 35 ounces silver and 40 per cent. lead. About 40 or 50 tons were broken from the outcrop and stacked. A drive was put in the spur with the view of cutting the lode at about 100 feet, but the spur proved to be made ground, and it was seen afterwards that the lode crossed the approach to the drive. The formation is visible in the approach, and contains sulphides and calc spar. The course of this lode is north 65 degrees east, dip south-west. The second lode has a course of north 25 degrees west, and junctions with the other; this also shows fair galena. In a shaft sunk at the intersection of the lodes, the country rock was found to be limestone suitable for fluxing purposes, samples taken by the Government geologist and assayed giving 51·1 per cent. of

lime, 1·3 per cent. magnesia, 1·5 per cent. oxide of iron, 4·1 per cent. silica, and 42 per cent. of carbonic acid, moisture and organic matter lost on ignition.

SACRAMENTO SILVER MINING COMPANY.—This Company owns three blocks, 31 acres, 28 acres, and 33 acres, situated west, and adjoining the Silver Queen Extended. Several very promising looking outcrops have been discovered, and a tunnel has been started on the course of the main lode. Veins of galena have been met with assaying from 3 ounces up to 76 ounces silver. Little work has been done on these sections as yet. Mr. James O'Neill is Mining Manager.

SILVER BELL SILVER MINING COMPANY.—Section 480-87M. 80 acres, and an adjoining section (J. Adams) 80 acres. Mr. George Bell, Manager.—The main work on this mine is on section 480, the other having only been purchased this year. The Silver Bell lode extends through the two sections, its course being north-north-west and south-south-east, with a western underlie of 1 foot in 3 feet. It crosses from the north to the east boundary, a distance of 1,188 feet, continuing through a corner of the second section to its southern boundary, 400 feet. The Henty River runs right through the second section north and south, giving a splendid water frontage. An adit has been driven into a small hill on the course of the lode, commencing 231 feet from the east boundary, and is in 629 feet, the whole way being on a well-defined lode averaging 3 feet 6 inches of solid metal. The ore is of a high character, and at date there are 2,400 tons stacked on the surface; nearly 1,000 tons of this is first-class ore. About 6 chains west from the present lode is a large gossan outcrop, probably the cap of another lode. The mine has excellent facilities for working, and is within a quarter of a mile of the Strahan-Zeehan railway, to which a tramway will be laid from the shaft. Sixteen assays of all classes of the ore show an average of 45 ounces 8 dwts. silver and 47 per cent. lead to the ton. This Company has a very bright outlook, the claim promising to be one of the richest on Zeehan.

SILVER CROWN.—Sections 197 to 199, 201 and 736, each 40 acres. —The principal work has been done on No. 736 by an adit to cut the lode coming from the Montana section of the British Company, which was found on the hill and had been sunk upon. Several other lodes have been found by trenching, notably a very wide formation traced about 80 feet from east to west in section No. 199. It is believed that here is the junction of the lodes striking north-east and those striking

north-west which have been discovered to the south. This property is now under offer for flotation in London on very advantageous terms, which will return to the shareholders an amount of cash per share more than the present market value, and also give them a fourth fully paid-up share in the new Company, which will have a large cash capital at once, available for the purchase and erection of the pumping and dressing plant requisite to work the mine.

SILVER DUKE PROSPECTING ASSOCIATION. — Five sections, comprising 320 acres. Mr. T. Hughes, Manager.–This Association's property is situated at Mount Zeehan. Mr. G. P. Sinclair (Manager of the Silver Queen), reporting on this mine, says:—"I can with confidence state that you have a most valuable mining property (but some of it is situated in disturbed country, which debars successful surface prospecting), having two of the best known lodes in the district running direct through your sections, namely, Grubb's and McLean's, which only wants capital to develop it." Several tunnels have been driven on sections 1,679 and 1,677, situated on the foothills of Mount Zeehan. Steam machinery will be required to work the lodes. Assays of mineral specimens (from 1,679), tested by Mr. W. F. Petterd, gave good returns of silver and lead.

SILVER KING SILVER MINING COMPANY.—Sections 217, 219, 220, 221, 222, 223, 468, and 470-87M. — This Company has a splendid property, extending over 380 acres, and which promises to be one of the best of the Zeehan mines. Mr. Robert Evans, M.E., formerly manager of the Sunny Corner mine, is at the head of affairs. The main lode has been traced a distance of 7,000 feet through the Company's sections, its direction being 28 degrees west of north, underlie east. The main shaft has been sunk 160 feet, and the lode is expected to be reached at 175 feet. In sinking this shaft two lodes were struck, one at 112 feet and another at 150 feet, both of high grade quality in galena. Sinking is now being continued, to open out at the 232 feet level, for the main lode. There were no surface indications of the two lodes struck in the shaft; they run at an acute angle to the main lode, and are evidently spurs from it. On Section No. 222, south adjoining the Silver Bell, a tunnel has been driven 200 feet on the course of the main lode; this is about a third of a mile from the main shaft. The lode there varies from 5 feet to 8 feet wide. In these workings a shoot of ore has been proved to exist for over 200 feet in length. On No. 2 lode a shaft *has* been sunk 40 feet, the lode being about 2 feet 6 inches wide,

carrying very fair grade galena; heavy influx of water caused operations here to be discontinued. Altogether about 300 tons of ore have been taken out of the Silver King mine. Fifty tons were sent to Dry Creek for treatment, and yielded 42 ounces silver and 59 per cent. lead per ton. The country passed through consists chiefly of soft slate, interspersed with quartzite veins, carrying galena. Various other outcrops have been discovered on different sections of the Company's property, which have not yet been prospected. The Company was floated in 500 shares of £1 each, but the anticipated value of the mine is indicated by the fact that the directors declined an offer made by a London syndicate to purchase the Company's interests for £30,000, and 50,000 paid-up shares in a new Company of 150,000 shares.

SILVER KING EXTENDED SILVER MINING COMPANY.—This property consists of one 80-acre section, No. 804. It adjoins the Mount Zeehan and Despatch Mines on the west, the Central on the north, and Silver King on the south. Mr. C. C. H. Mole is Mining Manager. Two well-defined lode formations traverse this section, one right through, and the other three parts, the latter continuing through a corner of F. Bond's section into the Despatch, and the former or west vein into the Mount Zeehan Company's property. Their course is west of north, underlie east. A shaft was sunk a depth of 46 feet on the west lode, when water made further sinking impossible. A crosscut was accordingly put in east, at the 40 feet level, a distance of 68 feet, where the hanging wall was met with. Two drives were then put in north and south along the course of the lode, 8 and 10 feet respectively. The shaft for a depth of 18 feet passed through a nice body of galena and iron gossan, averaging 35 ounces silver and 50 per cent. lead, and picked samples went as high as 80 ounces of silver per ton. Pug matter of a jelly-like description gave a good deal of trouble in regard to timbering. In the crosscut several veins of galena were met with, and the pug throughout was impregnated with galena. The drives were put in on two very promising veins of galena, the south portion dipping underfoot, and the north rising overhead, and evidently making to the ore encountered above. Four chains from the shaft a tunnel has been put in at 71 feet, the first 31 feet being through vein matter impregnated with high class galena on the west side, showing a well defined foot wall composed of schists. Part of the main street, Zeehan, runs through this formation and exposes good galena. The east vein has also been tested by costean pits, and the lode exposed in various places samples of good grade ore, thence yielding assays of 70 ounces silver and 40 per

cent. lead per ton. The main shaft site is one chain east of the lode, and should strike same at about 150 feet with present underlie of lode. and is also about 2½ chains from the main road, so that there will be every facility for the delivery of machinery and despatch of ore. The manager has suggested the erection of a powerful pumping plant, and sinking of a main shaft 11 feet 6 inches by 4 feet 6 inches in the clear.

SILVER PRINCE.—Sections 735, 1,871 and 2,072. 200 acres. Mr. Con. H. Curtain, Manager.—Work has been chiefly confined to the southern section, west, and adjoining the Silver King. A tunnel has been driven 300 feet, and a winze sunk 60 feet, but, beyond bunches of galena, nothing of a permanent character has been found up to the present. The prospects of the mine are good, but machinery will necessarily be required to develop it. At present work has been stopped through the failure of the Bank of Van Diemen's Land.

SILVER QUEEN SILVER MINING COMPANY. — Sections 1,666M. 1,636M, 1,641M, 1,642M, 1,637M, 1,638M, 1,639M, and 1,640M. 460 acres. Mr. George P. Sinclair, Manager.—The Silver Queen Company has the place of honour in reference to the silver fields of Tasmania, not only on account of the extent of valuable discoveries made, but having been the first to commence operations on an extended scale, and being also the first in a position to declare dividends. Though a considerable amount of prospecting work had been done prior to that date, machinery was first started here in April, 1890, including a small pumping and winding plant. The main shaft was sunk to a depth of 110 feet on section 1,636, and opened out at 102 feet. The western drive had been extended 230 feet when the lode was cut, the country hitherto being slate, largely disturbed. This lode has been driven on north-east for a distance of 230 feet, and south-west about the same distance; the lode consists of galena. In June last year (1890) the water became too heavy for the appliances available, and work was suspended pending arrival of a larger plant. This was erected and started to work in March, 1891, and since then the south-west level has been continued about 150 feet further. Work was then discontinued, the country being disturbed, and the ore not being payable. The main shaft has now been sunk to a depth of 184 feet, and it is intended to open out at 200 feet, crosscutting both east and west to the boundaries, where settled country is expected to be met with. The new plant consists of a pumping engine, 20¼ inch cylinder, 4 feet stroke, with heavy pumping gear capable of *sinking to 600 feet*; winding engine, 12 inch cylinder, 2 feet stroke,

with winding gear, and pumps capable of discharging from 25,000 to 30,000 gallons an hour. On section 1,638, at the end of July, 1890, a kaolin lode was found, situated on the road side towards Reminé and about a mile south-west from the main shaft. This lode has been opened for a distance of 170 feet, when it dipped underfoot. The kaolin, after driving a certain distance, turned into carbonate ore. After passing through the shoot of ore, a winze was sunk for a depth of 40 feet to the water level, and the lode at this depth was found to be from 6 feet to 8 feet wide, carrying very good sulphide and carbonate ore. This ground has been stoped out to the surface, and has produced 1,200 tons kaolin, carbonate, and sulphide ore. most of which has been treated at the Clyde Works in Sydney, and has been valued at from £30 to £85 per ton. A main shaft on this lode is being sunk with the aid of a small portable prospecting plant for testing the ground to a depth of 150 feet. This machinery was started early in July. The shaft is now down 110 feet, and the Manager intends opening at 150 feet, expecting to get the lode about 30 feet from shaft; should the lode be found payable at this depth, permanent plant will be erected. On section 1,639 four lode formations have been found. A tunnel has been put in 250 feet on the course of one of these, and a crosscut west for 130 feet. At 86 feet from the opening, a large formation was crossed composed of iron. Assays from this gave from 15 ounces to 50 ounces silver. Continuing this drive, another lode was cut 15 feet further west, its character being somewhat similar to the first; a winze was then sunk down 30 feet between the two lodes. At that depth the lodes have the same characteristics as when crossed at the top level, and appear to be of much the same quality. It is intended from the 150 feet level of No. 2 shaft in 1,638 to crosscut west to cut these lodes at a depth. Another lode has been found on the western boundary of this section, which is known locally as the Sylvester lode. A prospecting shaft has been sunk on this, 100 feet deep, and they are now crosscutting for the lode, which is expected to be cut at any moment. Several other lodes have been traced on the surface, on the Company's sections, but they have not been tested, so that their value is unknown as yet. About 200 tons clean ore have been raised and stacked from the main shaft on section 1,636, and about 1,200 tons second class; 1,200 tons were raised from shaft in section 1,638. Of this total, about 1,300 tons have been sent away. The machinery on the mine has been very substantially built, and there are fourteen houses on the ground belonging to the Company. At present about 100 men are at work on the mine.

SILVER QUEEN BLOCK 1 SILVER MINING COMPANY.—Section 1,666. 80 acres. Mr. P. Irvine, Manager.—This section adjoins the Silver Queen, and was originally part of that Company's property. A lode formation, 6 feet wide, consisting of limestone and veins of galena, has been exposed, its course being north and south. The Manager is about to sink a shaft about a chain distant, and then to crosscut and drive. Pumping machinery costing £1,200 is about to be erected, and an iron tramway is in course of construction from the Despatch tramway to the shaft.

SILVER STREAM EXTENDED SILVER MINING COMPANY.—Section 1,830-87M. 70 acres.—This property, which is held in the names of H. Reyer and James Sewell, is now being floated into a company under the above title. It is north-west, and adjoins the Silver Stream mine. No work has yet been done on this section, but there is every reason to believe the Silver Stream lode runs through a portion of this ground. A large outcrop of ironstone is to be seen on the top of a hill on this section, and has been traced for several chains distance into the Silver Stream property.

A. STEWART AND T. GRAHAM'S SECTIONS.—Section 2,559. 100 acres; limestone.—This section shows a splendid formation of limestone, and is situated about seven miles from Zeehan and one-and-a-half miles in a direct line from the railway, and is near the smelting works now being erected at the Henty. It has been taken up for the purpose of supplying fluxes to the works. In all probability, silver lodes also run through this property, as it is in close proximity to the United mine.

SYLVESTER SILVER MINING COMPANY.—Sections 820, 821, 877, 878, 879. Mr. H. Mitchell, Manager.—Only prospecting work has, as yet, been done on these sections, which adjoin the Silver Queen on the north, Silver Queen Extended on the east, and Sacramento on the south. Three lodes have been traced by trenches, and the main lode, which has a course of north 20 degrees east, is now being tested; the formation—showing carbonate of lead, canary ore, and sulphides—yielding a high assay.

UNITED SILVER MINING COMPANY.—This Company holds two sections, situated about ten miles south-east from Zeehan, about two and a half miles north of the Professor, and within two miles of the line of railway. They have three lodes upon their property. No. 1 is 2 feet wide, and is a very promising oxide of iron lode, encased in *schist on one side* and slate on the other. It assayed 8 ounces silver

to the ton. No 2 lode is 10 feet wide, and of promising appearance, assaying 33 ounces silver and about 16 per cent. lead. They are driving a low level tunnel to intersect the two lodes. At the mouth of this tunnel a sulphide formation occurs that gives a high assay in lead up to 30 per cent.; but this they have not yet determined as a lode, not being in a position to sink or drive on it. It is expected to intersect No. 2 lode with something like 100 feet of backs, in the course of a fortnight from date (10th July, 1891). No. 3 lode is some 150 feet beyond No. 2, and will give about 130 feet backs. This lode has the largest formation on the surface, and seems to be the most important. It has been traced for fully two miles along the leading range, trending nearly east and west. The mine is in charge of Mr. James Grady.

WESTERN SILVER MINING COMPANY.—This Company holds three 40-acre sections north of the Silver Queen mine. The work on the mine has been mostly done by tunnelling. Five separate lodes have been cut on this property—four in section 755, and one in sections 754 and 756. Two tunnels have been driven, the top tunnel to a distance of 307 feet in a westerly direction. No. 2 lode was cut at 118 feet, and No. 1 lode at 287 feet. They have driven a north level on No. 1 lode, varying in size from 4 to 14 inches of solid galena. It strikes north 20 degrees west, with an easterly underlie of 1 in 4. Have driven north 131 feet, and smelted 33 tons for a yield of 102 ounces of silver and 70 per cent. of lead per ton. No. 2 lode is a large formation, varying from 2 to 27 feet; carbonate of iron and galena mixed; the main lode vein is about 2 feet 6 inches wide, containing about 50 per cent. of ore. Have driven along this lode for 287 feet north, and sunk a winze through to lower workings for a distance of 40 feet, giving 65 feet of backs on No. 2 lode. The lower tunnel has been driven a a distance of 770 feet up to date (July, 1891). At 79 feet, No. 3 lode was cut, 2 feet 6 inches of formation, striking north and south with an easterly underlie; 8 tons smelted yielded 98 ounces of silver and 69 per cent. of lead per ton. From No. 2 lode 56 tons have been treated, yielding from 86 ounces to 176 ounces of silver, with from 40 to 75 per cent. of lead per ton. No. 2 lode was cut at 600 feet, and driven south on for 83 feet, the lode showing from 3 to 5 feet of carbonate of iron and galena. The Company have 25 tons of first and 150 tons of second class ore at grass from this lode, and are now engaged working a lode in south-west corner of section 755, about 6 chains from the Silver Junction north boundary. This lode varies in size from 2 to 6 feet, galena, solid and decomposed sulphide ore, assaying from 101 to 126

ounces of silver, with about 70 per cent. of lead per ton; 30 tons have been sent to the Clyde works, Sydney, but the result is not known as yet. Two shafts, 100 feet apart, have been sunk on the lode, and are now driving north and south at a depth of 60 feet from the surface, the lode looking well and strong, the whole distance driven being about 200 feet. From this lode 110 tons of first and about 200 tons of second-class ore are at grass; it strikes north 45 degrees east, with a westerly underlie of 1 in 4, and should junction with No. 1 and 2 lodes about the centre of section. Mr. John Wisch is Mining Manager.

DUNDAS MINES.

ABERDEEN PROSPECTING ASSOCIATION.—A. Lovett, Legal Manager, Zeehan. — This Association has been recently formed to work two 80-acre sections for silver and one 10-acre section for gold, in the Savage River District. Good assays have been obtained from the numerous outcrops, which will shortly be systematically prospected.

ALMORA SILVER MINING COMPANY.—This Company has an 80-acre section (2,663) at North-east Dundas, originally taken up in the name of Burns. It is north and adjoining the Zealandia. A lode formation runs about north-north-west in the centre of the section, width about 10 feet, of which 4 feet 6 inches is galena. No work has been done here yet worth speaking of. Assays from the galena have given as high as 200 ounces silver to the ton, and, judging by the surface show, it is surprising the property has been left idle so long.

ANDERSON PROPRIETARY.—Section 2,303-87M. 80 acres. Mr. N. W. Harper, Manager.—This property adjoins the Adelaide Proprietary on the north, the Mount Dundas Company on the south, and the Central Dundas on the west. A tunnel has been driven about 100 feet in north-east direction, a small gossan formation carrying galena being driven through at 50 feet from the entrance. The country is chiefly serpentine. A shaft has been sunk about 10 chains from the western boundary to a depth of 70 feet, and at the 65 feet level a crosscut put in to the east. At 12 feet a lode formation, carrying galena, was met with, but, in driving through this, the influx of water was so great that work had to be suspended. Another shaft has been sunk in the centre of the section to a depth of 100 feet, and crosscuts put in east and west. Lode formations, carrying galena, were passed through, but water again put a stop to *work, and pumping* machinery will be necessary to cope with this difficulty.

BANNERCROSS SILVER MINING COMPANY.—This property consists of one 52-acre section at Dundas. Two lodes have been discovered on this section, both running east and west, and traced through the property. The outcrop of No. 1, or the upper lode, is from 30 feet to 40 feet wide. A tunnel has been driven 260 feet to cut this lode, and at this distance a very large formation has been met with, carrying some nice veins of galena, one a foot wide. Assays taken from this formation gave returns of 83 ounces 8 dwts. silver and 30 per cent. lead. No. 2 tunnel has been started at the north end of the section, and it is expected will reach No. 2 lode in about 300 feet; it will give about 100 feet of backs. The same tunnel will be carried on to cut No. 1 lode at 600 feet of driving, and will then give fully 400 feet of backs. In cutting the approach of No. 2 tunnel, a formation 16 feet wide was met with, carrying a vein of sulphide of antimony, with galena, assaying 19 ounces 12 dwts. silver and 65 per cent. lead per ton.

BANNERCROSS EXTENDED SILVER MINING COMPANY.—This Company holds a 40-acre section south and adjoining the Bannercross mine. Beyond trenching nothing has been done to open up this ground. A lode formation outcrops at the north-west corner of the section, and continues into the Bannercross and Ainslie property. Mr. Edward Kennedy is Mining Manager.

BON ACCORD PROSPECTING ASSOCIATION NO LIABILITY.—This property consists of two (80-acre and 40-acre) sections, situated at North-East Dundas, north-east, and adjoining the Owen Meredith Silver Mining Company and the Success Silver Mining Company. A tunnel is being driven to intercept the lode, and about 100 feet of backs will be gained. The lode might be cut any day. Assays from the surface of the galena lode have given as high as 75 ounces silver to the ton and 74 per cent. lead. Four lodes run through this property, the most important one being the Owen Meredith lode, which has been traced for 14 chains. On the 40-acre section a large manganese lode has been cut, but not yet prospected.

COMET SILVER MINING COMPANY. — Sections 1,794-87M and 1,796-87M. Mr. W. Budden, Manager.—This property is west, adjoining the Maestri's Broken Hill mine, and is one of the most promising on the Dundas field. Several lodes run through it, and it is exceptionally favourably situated in regard to facilities for working. Near Maestri's Broken Hill boundary a tunnel has been driven to the north for a distance of 295 feet, the whole of the tunnel being through gossan ore.

On the west side of this tunnel a winze has been sunk 25 feet, and two drives made from it, one south 70 degrees east, 12 feet to the boundary of Maestri's Broken Hill, and another north 12 degrees east, 14 feet. Quoting from a report appearing recently in the *Zeehan and Dundas Herald*:—"At a depth of 24 feet a drive has been opened out to the north-west, a distance of about 50 feet. It is in hard gossan all the way. In the eastern drive, at the 17 feet level, a nice shoot of carbonate of lead was encountered, which dips to the west; it can also be seen in the lower part of the winze, and in the beginning of the north-west drive at the 24 feet level. Several attempts have been make to sink a winze still further, but were unsuccessful, owing to the abundance of water. On the opposite side of the hill mentioned above, and in an almost south direction, No. 2 tunnel has entered the stope. The total length of same is 680 feet. The country passed through is composed of gray slate interlaminated with a quartzite; 63 feet from the face of this tunnel a drive is being extended in an eastern direction to meet the winze from No. 1 tunnel. In this drive a small vein of manganese iron ore has been encountered, which is said to contain 10 ounces of silver per ton. In the southern section, almost in the centre, a large outcrop, known as Kozminsky's lode, is being prospected. It has a strike of about 35 degrees west of north, and dips about vertical. A shaft has been sunk on the lode to a depth of 86 feet. At 60 feet a crosscut was put in to the westward through the formation a distance of 30 feet; several small shoots of galena were met with. In the bottom of shaft another crosscut was driven through the lode a distance of 35 feet; considerable galena was also met with in the latter. An adit on tunnel, known as No. 1 south adit, is being driven into the north stopes on the hill to test this lode at a lower level. It has advanced 125 feet without encountering any ore."

Conliffe Silver Mining Company.—Mr. A. E. Conliffe, Manager. —This Company's section comprises 80 acres, and is situated on the Ring River, North-East Dundas. A highly payable lode has been traced through the whole of the section, and runs 27 degrees west of north. The lode is nearly five feet wide, consisting of manganese and iron gossan, showing carbonate of lead and sulphide. One portion of the lode consists of a vein, running along the foot wall, which carries chlorides, from which assays have been made up to 1,666 and 2,000 ounces of silver per ton. A tunnel is now being driven from the eastern portion of the mount, to cut the lode at a depth, giving nearly 150 feet of backs to operate upon.

EAGLE PROSPECTING ASSOCIATION.—The Eagle Prospecting Association property consists of 80 acres, south, and adjoining the Mount Read. The Company was registered and floated in Hobart. A promising formation runs through this section, but no work has as yet been done on it, owing to the need of a pack track.

ESPERANZA SILVER MINING COMPANY.—This Company have an 80-acre section north, and adjoining the Success Extended, and in an excellent position. Indications of lode have been found on the southern boundary. There is also a lode formation entering the section on the western boundary, near south-west angle, supposed to be Duggan's lode. It is a settled country of clay, slate, and black slate.

FAUNTLEROY SILVER MINING COMPANY.—The Fauntleroy Company own an 80-acre section, originally taken up by Peterson and Platt. A large lode formation outcrops near the centre of the section, carrying galena, and a tunnel is now being driven on the course of the lode through slate country. This is in 150 feet, and the lode will probably be struck a few feet further.

FORTUNA PROSPECTING ASSOCIATION.—This property lies south of the Almora, and in direct line of the Success, Almora, and Madame Melba lodes. There is a large outcrop of ferro-manganese near the north boundary of the section, to strike which, at a depth of 80 feet, a tunnel has been driven 50 feet. It is expected the lode will be reached in 50 feet more.

GOOD INTENT PROSPECTING ASSOCIATION NO LIABILITY.—Mr. A. M. Reid, Manager. Sections Nos. 2,598, 2,724, and 3,003. — This property is situated at North-East Dundas. Section No. 3,212 contains a valuable fahlerz lode, assaying 367 ounces silver and 23 per cent. copper on surface. The other sections have not yet been prospected.

GOOD INTENT EXTENDED PROSPECTING ASSOCIATION. — Section No. 2,782.—This block adjoins the central section of the Good Intent Company. The work of exploring this claim will shortly be commenced under the supervision of Mr. Albert Wachholz, who is well acquainted with that part of the country. Mr. Reid is Legal Manager of the Company.

GOVERNOR HAMILTON PROSPECTING ASSOCIATION.—Mr. A. M. Reid, Manager. — Four 80-acre sections are now being surveyed for this Association. Prospectors speak highly of the surface shows, and when

the track now under construction to Mount Reid is completed it is anticipated that the shares in this Company will occupy a prominent position in the share market.

GREY ORE SILVER MINING COMPANY.—Sections 3,259, 80 acres; and 3,260-87M, 28 acres.— This Company's property is situated at Mount Dundas North. A report by Mr. James G. A. Stitt, M.M.S., states that there is an outcrop of what he believes to be a true fissure lode exposed for a distance of 22 feet, rising with the country into a moderately steep hill, which will afford facilities for trenching. The width of lode formation is 40 feet 3 inches, containing 3 feet of almost solid ore of the class known as fahlerz, or grey copper ore, and rising about 2 feet above the surface. The lode is situated, where exposed, in the south-east of the section. Assays from the cap gave 236 ounces silver and 87 per cent. copper, 274 ounces 8 dwts. silver and 27 per cent. lead, and 241 ounces 14 dwts. 16 grains silver respectively. The country rock is black slate. Another large iron gossan formation, running parallel with the former, has been found a few chains to the north-east, traceable nearly the whole length of the section. Samples broken off at the surface assayed 1 ounce 3 dwts. 3 grains silver.

HASSETT SILVER MINING COMPANY.—Section 1,783-87M. 80 acres. Mr. J. M. Potter, Manager.—This property is situated west of the Comet and Comet Extended Company's sections, which it adjoins, and north and adjoining the Mount Dundas Mine. Two good lode formations have been found on this ground one 42 feet wide and the other 67 feet, consisting of iron and manganese gossan, giving assays up to 19 ounces silver and 2½ per cent. lead. The section is in a very low situation, and, in order to thoroughly develop the property, the directors have decided to erect a powerful winding and pumping plant capable of putting them down 700 feet or more. Tenders have been accepted for supply and erection of machinery.

JACKSON & FARRELL'S.—Jackson & Farrell hold two adjoining 80-acre sections at South Dundas. On the northern section is a lode of gossan outcrop 8 feet wide. Its course is north-east and south-west, following the trend of the range. It is parallel with, and about 160 feet above, the level of the creek. Two winzes have been sunk, one down to a depth of 10 feet, showing strong gossan lode 8 feet wide. A trench has been cut through the lode at a distance of 500 feet from winze, showing the same formation. Assays from gossan lode from outcrop *gave 5 ounces 16* dwts. silver to the ton, which is considered satisfactory.

The surrounding indications are all that can be desired, and the sections have been placed on the Maryborough (Victoria) market by Mr. James Scott, of Dandenong. The mine has exceptional advantages, as far as water is concerned, for the reduction of ore, and in the immediate vicinity of the sections are facilities for concentrating and smelting.

KHEDIVE SILVER MINING COMPANY. — This Company has an 80-acre section north of the Blue Jacket. A lode traced from the Melbourne and Ballarat Company's property enters this section on the southern boundary. The lode formation consists of argentiferous gossan. The property can be prospected to a depth of upwards of 500 feet by tunnelling.

KING DUNDAS SILVER MINING COMPANY.—Section 2,420. 80 acres. F. Turnbull, Manager.—This Company's block adjoins the properties of the Kosminsky Silver Mining and Melbourne Proprietary Companies. A lode is being tested by tunnelling. Quoting from a recent report by the mining reporter of the *Zeehan and Dundas Herald*:—"The course of the lode is some 30 degrees west of north, underlying to the west. No indication of any kind is visible on the surface, therefore the bearings were taken from No. 1, or top tunnel, and are consequently liable to a change as the work advances. No. 1 tunnel is in a total distance of 90 feet, having gone to the hanging wall of the lode. At 62 feet the latter was reached. Where the lode is opened out in the tunnel it is composed of manganese ironstone, and contains small quantities of galena, cerrusite, and pyromorphite. Work has been suspended on this tunnel to advance No. 2 as rapidly as possible. The latter was driven 100 feet below No. 1, but in the same direction. On my visit it had a total length of 118 feet. The country passed through is composed of hard pink slate, similar to that met in the Conliffe tunnel. Small patches of galena and blende were cut repeatedly, which are said to contain considerable silver."

LUCK'S ALL PROSPECTING ASSOCIATION.—Mr. A. M. Reid, Manager. Section No. 2,797. — Situated between the Meteor Proprietary and Orizona Mines. Three distinct lodes run through this property, and works will shortly be undertaken to open them up. Another mineral section has recently been acquired by this Company, but is not yet surveyed.

MADAME MELBA PROPRIETARY COMPANY.—This Company owns two 80-acre sections, and one of 57 acres, situated at North Dundas.

Mr. G. Bottrell is Mining Manager.—Work is at present confined to the 57-acre block. A lode formation 28 feet in width outcrops on this section, and is argentiferous right across. A shaft has been sunk on the lode, and is down about 20 feet (7th July, 1891).

MADAME MELBA No. 1.—Section 2,595-87M. 80 acres. Mr. G. Bottriell, Manager.—Four lodes have been traced on this property, but work has as yet been confined to one cut in a small creek, and of great promise, showing almost solid antimonial lead ore where cut. An upper level has been driven to cut the lode, and a drive put in 90 feet on the course of lode. About 100 tons ore were broken in driving, assaying up to 86 ounces silver and 65 per cent. lead per ton. A winze was sunk in No. 1 level 20 feet. The width of the lode is 4 feet 6 inches, 2 feet 6 inches of good galena. The shaft, sunk 70 feet, passed through argentiferous gossan the whole depth. The lower level is now in 300 feet, and there is about 130 feet to drive to cut the lode immediately under shaft. A government road is now being made within half a mile of the works, and the North-eastern Tramway Company's line runs through the property.

MAESTRI'S BROKEN HILL SILVER MINING COMPANY.—Sections 2,356 and 2,355-87M. Mr. Stapleton, Manager.—This Company has a splendid outlook, the show of ore up to date being exceedingly good, and there is already enough ore taken out to pay the cost of machinery to sink on the lodes. The main workings are near the Comet boundary, in the south-west part of section 2,356, where an outcrop of iron and manganese oxide gossan was discovered. A tunnel was started 25 feet above the creek (in the bed of which carbonate of lead had been found), and driven 656 feet. A crosscut was commenced at 463 feet to connect the tunnel with the main shaft, a distance of about 240 feet. The tunnel passes through rich cerussite and galena ore almost from the start, and at 80 feet from the face a crosscut to east was driven through gossan. At 206 feet the footwall was met with running east and west, and dipping southerly. No. 2 tunnel is being driven north-north-east, the mouth being about 1½ chain west of No. 1, and 8 feet above level of the creek. It is in at date (July, 1891) 190 feet, 90 feet of which is on lode. At a distance of 90 feet from the entrance, crosscuts run east and west, the former being extended 85 feet, and the latter 67 feet, to the Comet boundary. A large quantity of payable ore is in sight in these crosscuts. From the end of the eastern crosscut a drive extends 120 feet in lode matter throughout. About 400 or 450 tons of first-class *galena, mixed* galena and cerussite, and cerussite ore, has been stacked at

77-87M. 80 acres. Mr. J. Iles, ough this property, which is th Fauntleroy on the east. aching. Two tunnels have s of galena were met with. a short while since.

PANY.—This property is Silver Mining Company, d Owen Meredith lode to 7 feet wide. Forma- n this and the hanging na yielded 86 ounces from 60 to 300 ounces opened up a distance distance of 650 feet, 50 feet. The ground th-east, distant about te.

Mr. A. M. Reid, work two 80-acre e section for gold. lver from a well- discovered in the

r. A. M. Reid,

The formation consists of iron and manganese gossan, and limestone, and an adit is being driven to cut the main lode about 200 feet from the surface. This is in about 230 feet, and the lode should be cut almost immediately. A lower adit can be driven to give about 700 feet "backs." The country is settled, well watered and timbered.

METEOR PROPRIETARY.—Sections 2,574 and 2,577. 154 acres.—The larger section is south and adjoining the Meteor No. 1 on the same line of lodes. The 74-acre block is east and adjoining the former and the Meteor No. 1. No work has been done here at present.

MONARCH SILVER MINING COMPANY. — The Monarch Company's property consists of an 80-acre section situated at South Dundas, and adjoining Jackson & Farrell's sections. A good gossan lode has been found, and sunk on to a depth of 60 feet. At this point they were beaten out by water. Pumping machinery will be used as soon as it can be brought to the ground. This should not be far distant, seeing that a company is about to construct a tramway from the Henty Smelting Works to intersect all the principal mines on the south of Dundas. The ore, so far, has shown a most encouraging result. Next to this mine, on the north, is the Minx (2,905), where a very promising outcrop of sulphide ore occurs, with black graphite slate on the foot wall, and on the hanging wall an extensive formation of limestone.

MOUNT READ SILVER MINING COMPANY.—This Company has an 80-acre block, situated on the western slope of Mount Read, and adjoining the Governor Hamilton. The Company was originally floated in Hobart, but has since passed into the hands of a Melbourne company. A large formation runs through their property, its direction being west of north. Assays have shown 60 ounces silver and 7½ per cent. lead to the ton. A tunnel has been driven into this property from the eastern side of the hill. Work has been temporarily suspended pending completion of arrangements with the new Company.

PALACE PROSPECTING ASSOCIATION.—The property of this Association consists of five 80-acre sections, one of which is situated east of one of the Conliffe Silver Mining Company's sections. The Bellinger, Good Intent, and Rich Prospecting Association lodes are traceable through the Association's ground, but work is at present at a standstill waiting the completion of a track or dray road for getting plant and *machinery to the mine.*

SOUTH GOOD INTENT.—Section No. 2,677-87M. 80 acres. Mr. J. Iles, Manager.—Several lode formations pass through this property, which is situated at Dundas, and adjoins the North Fauntleroy on the east. As yet little work has been done beyond trenching. Two tunnels have been started, and at the mouth of No. 2 veins of galena were met with. Prospecting this section was only commenced a short while since.

SUCCESS EXTENDED SILVER MINING COMPANY.—This property is adjoining to, and north-west of, Owen Meredith Silver Mining Company, and north of Bon Accord. The Success and Owen Meredith lode enters the southern boundary; here it is from 3 to 7 feet wide. Formation—solid vein galena on foot wall, and between this and the hanging wall high grade oxidised ores. Assays of galena yielded 86 ounces silver, 60 per cent. lead; oxidised portion of lode from 60 to 300 ounces silver and 55 per cent. lead. The lode has been opened up a distance of 350 feet, and has been cut by trenches a further distance of 650 feet, thus proving its permanency in length for about 1,000 feet. The ground falls away 400 feet to the Pieman River on the north-east, distant about 40 chains. Country settled, black slate and clay slate.

THE FEDERATION PROSPECTING ASSOCIATION.—Mr. A. M. Reid, Manager.—This Association has been formed to work two 80-acre sections at the Savage River for silver, and one 10-acre section for gold. Surface assays iron gossan, yielding 2½ ounces silver from a well-defined and extensive outcrop. Gold has also been discovered in the creeks, but not yet systematically worked.

THE NATONE PROSPECTING ASSOCIATION. — Mr. A. M. Reid, Manager. Mr. P. Dubois, Mine Manager. Sections Nos. 3,480, 3,314, and 81-91M.—Situated at North-East Dundas. An immense gossan outcrop has been discovered on Section No. 3,314, assays from surface giving 49 ounces silver per ton. A tunnel is being driven to cut lode at a depth.

UNITED PROSPECTING ASSOCIATION.—Mr. A. M. Reid, Manager. Sections Nos. 2,759, 2,760, 3,246, 3,247, 87M.—These sections are situated at South Dundas, about one mile distant from the Strahan-Zeehan railway. Excellent surface indications exist on all of the sections belonging to this Company, assays from which have been obtained up to 40 ounces silver and 25 per cent. of lead.

WEST ADELAIDE SILVER MINING COMPANY.—Work on this property, which is situated west of the Adelaide Proprietary, commenced in

February, 1891, by trenching for the Adelaide Proprietary lode close to the eastern boundary, and after trenching some 3 to 4 chains a lode formation was met with, going 20 degrees west of south, and east of north, from which, at 5 feet below surface, a rough assay gave a return of 12 ounces of silver per ton. On this discovery, the Mining Manager advised the Directors to go down the hill as low as possible and drive a tunnel to meet the lode at right angles. This was started about the end of March, and is now in 135 feet, and the Manager expects to strike the lode at any time. In trenching about 10 chains south-west from the tunnel, they came across another lode formation going north and south, and about 4 feet wide, assaying 3 or 4 feet under the surface, giving 13 ounces 7 dwts. 8 grains of silver per ton. A shaft has been sunk on the same lode, a chain further south, and to date (25th July) is down about 21 feet, and samples taken from the lode, from the surface down, have assayed from 945 ounces down to 12 ounces of silver per ton; the underlie of the lode is about 45 degrees to the west. This is one of the most promising shows on the field. Mr. W. H. Stevens is Mining Manager.

THE MOUNT LYELL DISTRICT.

Mount Lyell, in the vicinity of which are several mines being worked for gold, is situated about twenty miles in a direct line north-north-east from Strahan; but to reach it by road, nearly thirty-one miles have to be journeyed. For the greater part of the distance there is a good dray road, and at the Queen River, half a mile before reaching the Princess River claim, Messrs. Gaffney & Harvey have erected a good hotel for the convenience of travellers. A mile or so further on, there is a store kept by Mr. F. O. Henry, of Strahan.

The road to the Macquarie and Princess claims runs for about sixteen miles in the same direction, until the Government turn-off is reached, where the roads diverge. To the Macquarie (three miles beyond Thirteen-mile Camp) is a further five or six miles, and from the turn-off to the Princess is about eight, the latter road being a good level one, forming part of the main road to Hobart and crossing over the Mount Lyell Company's Mine.

About a mile from the Queen River is the King River Gold Mining Company's property, which, however, has not proved remunerative to *its shareholders,* and thence the Government pack-horse track proceeds

in a north-east direction to Mount Lyell, the latter part skirting the spurs of Mount Owen, and is consequently very broken and rough. A good view of the West Coast Range is visible from these spurs, and amongst other peaks can be seen Mounts Lyell, Sedgwick, Tyndal, and Dundas, with the isolated Mount Zeehan, further west—all wrapped in mystic veil of purple hue, and forming a scene of rugged and imposing grandeur.

The Mount Lyell Company's mine—which is, as yet, the most important in this district—was discovered some five years ago, though alluvial gold was obtained two years prior in a creek heading from the outcrop or "Iron Blow" by Messrs. J. S. Karlson and William and Michael McDonough (better known as the Cooney Brothers). A prospecting area of 50 acres was secured in the outcrop, and this came into the possession of Messrs. J. S. Karlson, James Crotty, and William Dixon, who succeeded in obtaining gold from the iron formation. The "Iron Blow," to the foot of which the road has been made, is at an elevation of 1,750 feet above the level of the sea. When first discovered, prospecting was rendered extremely difficult, owing to the almost impassable nature of the tracks, and the consequent great cost of packing. The Mount Lyell Prospecting Association was formed, and seven sections, comprising in all 85 acres, were taken up by the Association. Great excitement prevailed, and no less than 140 sections were pegged out, but of the large companies only the Mount Lyell remained. The greater part of the ore obtained as yet for treatment has been from a large open face on top of the hills. It is about 90 feet in height and about 120 feet wide. Much of the gold seems to be lost under the present ordinary battery treatment, which is not at all suitable, and which has been condemned by all intelligent mining men who have visited the field. On the east side of this working face there occurs an extensive solid iron pyrites formation about a chain wide, carrying galena, copper, and gold. In the working face there occur soft places here and there, and from these gold can be washed pretty freely, but the harder part would probably prove equally gold-bearing if crushed. In a tunnel which has been put in at the face, but which is at present choked with *débris*, there have been found native copper, copper pyrites, and oxide of copper specimen samples; whilst, lower down the formation, there is a tunnel driven about 300 feet (for some reason or another in a very irregular and unworkmanlike manner), whence has been taken some pyrites, containing a certain amount of copper pyrites. This tunnel, useless as it is for all practical mining purposes, has done some good, since it has proved beyond the

possibility of doubt that the iron formation is a true living lode, going down beautifully, and still carrying the pyrites as a wall on the western side. A few shafts have been sunk here and there on the property, and some drives put in, but, in the opinion of several who have visited the field, prospecting seems to have been carried on with more zeal than method. The machinery site has been badly chosen; it is up-hill, and all firewood, etc., has to be carted up to it, while it would cost nothing more to bring down the ore to the level ground. Baryta, iron pyrites, a little copper pyrites, also a little native silver and gold, as well as native copper, zinc blende and galena, are found in the ore from this mine. The mine will require considerable expenditure of capital to develop it properly, and the adoption of greater practical and scientific skill, both in the getting and treatment of the ores. We understand a new company is being formed with a much larger capital, and work will shortly be carried on with improved and adequate machinery and appliances. It puzzles a great many people to know why this country, upon the mineral resources of which experts have reported so favourably, is so long in coming to the front. There is, however, an impression on some people's minds that the lack of success hitherto attending the efforts at Mount Lyell is due chiefly to mismanagement. This, indeed, is the opinion of many reliable well-known mining authorities, and it is known that the system pursued has been in direct opposition to the opinion of some of the original discoverers and owners of the claim.

North of the "Iron Blow" are Karlson's sections. They have four 10-acre blocks, four acres of which are held for alluvial workings. At present they are working the alluvial on White's Creek. A couple of dams and a long water race have been formed, and in this valley a large alluvial formation occurs, wash from which in places gives payable returns. The present workings are at a face 60 feet in height, tested by means of hydraulicing holes, and the gold saved by passing down sluicing boxes. In one portion of the Karlson's property (Brown's Creek) a large deposit of laminated clay exists, heavily charged with native copper, which may be profitably worked. This seems to lead to the Stanley Copper Mining Company's property.

The Linda Sluicing Company's alluvial claims are close to Karlson's, and have a good show of wash, but at present work is temporarily stopped through lack of sufficient water. In the Linda race a small seam of galena, which assayed several ounces of silver, has been exposed.

Further south, coming down the creek, is the Delaney property (alluvial), on which wages are being earned, though little more, at present.

The Stanley Copper Mine is situated about a mile north-north-west from the "Iron Blow." A shaft has been sunk through cupriferous clay, from which copper could be obtained by simply washing. The wash is associated with oxide of iron. From other shafts sunk on the edge of the creek a lot of copper was obtained, and several tons sent away to Sydney. This also was associated with oxide of iron. A little pyrites occurs in places. A clay formation on the company's property is charged with fine grained native copper, and has been sunk on to some depth, continuing to carry copper as far as they have gone. The line of the formation seems to be a little to the west of north. There is plenty of timber on the claim, and, judging by the results already obtained, the mine is likely to have a future before it. Operations are at present suspended, waiting improvements to the roads for getting material to the ground.

WHYTE RIVER AND HEAZLEWOOD DISTRICT.

BELL'S REWARD.—Adjoining Smith's is the Bell's Reward, lately floated into a company. Mr. E. L. Rossman is Manager.—This mine was opened out under the supervision of Mr. Bottriell, and proved to be one of the best shows on this field, the proprietors, Smith and Bell, preferring to open it up at their own private cost before putting it on the market, an example it might be well if more followed. The lode has been tested by shafts, tunnelling, etc. The matrix is limestone, and the ore carries galena; cerussite, with the richest silver ores; pronstite, another very rare ore; plumbo calcite, with occasional patches of native silver.

GODKIN SILVER MINING COMPANY NO LIABILITY.—Sections 1,599 and 1,615, each 40 acres. Arthur R. Browne, F.G.S., Mining Manager. —A considerable amount of work has been done and capital expended on this mine, as yet the most important in the Whyte River district, and to which much public attention has been given. The history of this property is too well known to need recapitulation, and it is merely necessary to speak of the later developments. The sections are situated at Whyte River, about 13 miles west of Mount Bischoff. The main shaft is now down about 70 feet, and the lode driven on 340 feet of payable stuff, consisting of galena, native silver, and chlorides. A

valuable deposit of manganese gossan has also been opened. A consignment of 14 tons of average galena, smelted and assayed at Dry Creek, yielded 156 ounces silver per ton, and another lot of 9 tons galena, taken from near the surface and smelted at Hobart, yielded 70 ounces silver to the ton. Specimens of native silver and of manganese gossan have assayed up to 3,956 ounces per ton. A tramway to Waratah from the mine is in course of construction, and of this a distance of six miles is already open for traffic. At the time of this book going to press shares in this property had greatly advanced in price, owing to the very promising outlook.

GODKIN EXTENDED.—North and west, adjoining Godkin's, comes the Godkin Extended, the property of a small local company who commenced operations about two and a half years ago. They are now in about 700 feet with the drive, and may reach the Godkin lode at any time. A lode was cut at about 400 feet, carrying galena, which assayed very highly.

HEAZLEWOOD SILVER-LEAD MINING COMPANY LIMITED. — The above company was formed in the year 1888, in 45,000 shares of £1 each; £9,000 being placed to the credit of the Company. The registered office is at Burnie, Emu Bay, and Mr. James Patterson is the Mining Manager. The area of land first held included two 80-acre reward claims, taken up in the names of those two veteran prospectors, Messrs. James Smith and W. R. Bell. But early in the present year the Company secured two more leases, and they now hold 260 acres, upon which 9 lodes are known to exist. No. 1 lode is composed of a mixed carbonate iron and lime, stained green in many places by the presence of nickel. It averages about 10 feet wide, is in serpentine country, and has three veins of clean sulphide ore (galena), varying in width from one inch up to a foot, traversing the body of the lode. All the gangue of the lode yields silver to the amount of about 4 ounces to the ton, and the galena yields, by bulk returns, 83 ounces silver and about 67 per cent. lead. On this lode two shafts have been sunk, one 70 feet deep, and the other 154 feet deep. At that depth the lode appears to be of the same size and quality as it was at the surface. There is 777 feet of adit driven in connection with it, from which about 350 tons of ore have been raised, and are now stacked on the mine waiting completion of the road to convey it to market. No. 2 lode is about 15 feet wide, the gangue of which is similar to No. 1. It contains two veins of ore, one near each wall, and they vary in width (so far as proved) from an *inch up to 3* feet; but the ore is poorer in silver, only yielding on the

average about 29 ounces 18 dwts.; it also contains a greater variety of ores, zinc blende being plentiful, chromate and carbonate of lead, and red oxide of zinc being often found in it. There are two adits driven in connection with this lode, which gives a united length of 627 feet, and from which some 150 tons of ore have been raised. No. 3 lode on the surface is similar in character to the No. 2, about 3 feet wide, and carries similar veins of ore, but no work has been done on it further than cutting it across with a few trenches. No. 4 lode formation is over 100 feet wide, composed of limestone, carrying galena and zinc blende thickly disseminated all through it, samples of which yielded 45 ounces silver and 38 per cent. lead. It is uncovered by means of surface trenches for a length along its course of about 4 chains, and an adit is now being driven 150 feet long. The lode is expected to be reached in another 10 or 15 feet, and will cut it at a depth of some 24 feet, while the lode rises on both sides of the adit rapidly. No. 5 lode is a gossan formation, lying between the serpentine and a belt of barren limestone; this yields 14 ounces silver to the ton. An adit has been driven along it for a distance of 90 feet, giving about 30 feet of backs, and as the adit proceeds more backs will be gained; from this adit a crosscut is now being driven to prove the width of formation. It is in 22 feet without showing any change in the gossan. No work has been done on the other four lodes, and their value is not known. The general course of all the lodes is about 20 degrees west of north, with an easterly underlie of about 1 in 4 from the perpendicular, while the shoots of ore have a slope southward as depth is attained. Good brick clay also exists on the mine, and some 10,000 bricks have already been made.

HEAZLEWOOD EXTENDED.—East and north of the Heazlewood, a large amount of work has been done by a small Company called the Heazlewood Extended. They have spent about £3,500, and a considerable quantity of galena ore is at grass, but owing to want of roads they had to suspend work for the time.

MOUNT ZEEHAN AND HEAZLEWOOD COMPANY.—The next property again north is that of the Mount Zeehan and Heazlewood Company, who have two 80-acre sections. These, judging by surface indications and from their position in regard to the adjacent claims, promise to be of considerable value.

NEW CASTRAY GOLD MINING COMPANY. — This property, which consists of four 10-acre blocks, is situated between the Whyte and

Castray Rivers, in the Heazlewood district. A report by Mr. F. Danvers Power, F.G.S., states that:—"The country rock is slate, and on this has been deposited beds of volcanic ejecta; these latter are more or less auriferous. The volcanic material, where undecomposed, is green in colour, and of compact texture, showing magnetic pyrites here and there distributed throughout it. As this becomes weathered it decomposes into a ferruginous clay, somewhat sandy, but various beds may be recognised by their structure, hardness, mottled appearance, or some other feature peculiar to them. The gold in this material is not evenly distributed; occasionally a rich patch is struck, but the bulk is unpayable. The whole deposit is a facsimile of one occurring at Mandurame, in New South Wales, where extensive work has been done." A good deal of work has been done on the mine in the way of tunnelling. Two shafts have been sunk a few feet, one an underlay, following a "shoot" of gold. There are alluvial deposits both on the hill side and in the gully, samples taken therefrom giving good results. Mr. Joseph Parker, late of Sandhurst, has been appointed Mining Manager, and the property is therefore in good hands.

No. 1 South Heazlewood.—South of the Heazlewood mine proper is the No. 1 South Heazlewood, consisting of two 40-acre sections. —A good deal of work has been done on this, and a shaft sunk to water level, but until roads are formed to the mine, machinery cannot be got on to the ground to cope with the difficulty as regards water.

Turning back and going north, one comes to Messrs. Norton, Smith and Quiggan's blocks. Want of roads has been the cause of but little work being done here. Further north, blocks have been taken up and floated under the name of the North Heazlewood. Active operations are now being commenced, and a large number of men employed. Close to this Company's blocks is the Nickel Company's property. Nothing is being done on it at present.

Smith's Reward.—North of this again, and adjoining Godkin's, on the northern boundary, is Smith's Reward, now being floated under the name of the Discovery. There are two sections, one of 40 acres and the other 20 acres. A large gossan lode outcrops on this property, in one place fully 8 chains in width. Very little work has yet been done, as Smith and Bell were partners in the next section, to which their attention has been chiefly paid.

Whyte River Silver Mining Company.—Still going north, we come to the property of the Whyte River Silver Mining Company, a

small Launceston Company of 20,000 shares, but having one of the most promising shows. A good deal of work has been done on the section. They have driven two levels, in both of which the lode is cut. At the 90 feet level, the lode shows 5 feet wide, with payable ore the whole width. Another and lower level is going in to cut the lode at the lowest possible depth to be got by tunnelling. This is now within 50 feet of the lode, as laid out by the late Manager, Mr. Bottriell, who lately paid a visit to the mine. An offer from an English Company to purchase this mine is under consideration. Since writing the above the sale alluded to has been effected on very favourable terms.

A CRUCIAL test of the solidity of Zeehan's prospects as a permanent mining centre was put on Monday, the 3rd of August, 1891, and to the credit of the settlement be it said that the town emerged from the ordeal almost as scathless as a phœnix from its burning nest.

On the day of the calamity everything was bright and hopeful. The sun, a somewhat rare visitor during the months of winter and early spring on the Wild West, was

"Shining with all his might,"

and the spirit of joyousness pervaded the otherwise somewhat sombre and rugged surroundings. The gloom habitually shed by the circumambient forest-clad hills was dissipated by the radiant beams of old Sol; news from the mines had been of a most encouraging description; shares had shown a decidedly upward tendency consequent upon the increasing interest manifested by capitalists of the more wealthy Australian Colonies in the Antipodean Nevada; business was flourishing, new stores of pretentious architecture were building, and residents were jubilant as to the prosperity of the settlement.

Just, however, as the the mighty mass of rock which obstructed Hell's Gates (N.Y.) was blown into millions of atoms by the pressure of a child's finger on an electric button, so the posting of a half sheet of notepaper on the window of an insignificant looking weatherboard structure shattered for the time the people's hopes, and caused a paroxysm of excitement. not only amongst those with vested interests, but also amongst the general public, owing to the effect on work and

wages which would result from the announcement—"CLOSED UNTIL FURTHER NOTICE," when that notice meant the stoppage of payment by the popular and trusted Bank of Van Diemen's Land, which held probably as much of the public money as all the other local banks combined. The news spread like a bush fire. It must be premised that only twenty-one days previous a dividend of 9 per cent., an increase of 1 per cent. on former dividends, had been declared to the shareholders, which of course had had the effect of establishing implicit confidence in the institution. How such a dividend could have been justified on the eve of a severe financial crisis, or, to speak correctly, disaster, is a matter for actuarial comment. The effect of the action of the directors upon Zeehan was that the majority of the mines ceased work, and, for a time at least, grave troubles threatened the community.

Fortunately, however, the fate of the district rested on a more secure and solid basis than the mere stability of individual financial establishments, and the fate of those working on and interested in the field was soon shown to be sufficient to withstand this rude assault on its resources. On the morning of the failure the bank opened and transacted business as usual for about half an hour. First one, however, and then another observed that in addition to a notice being affixed to the window, the doors were closed, and it is needless to add that in a very short space of time a crowd numbering hundreds had assembled, and business of all kinds came to a sudden standstill. All along the main street might be seen groups of men earnestly discussing the situation, and though individuals exchanged a good deal of banter, and any one exhibiting much depression was mercilessly chaffed as to the condition of his overdraft, there was no doubt that beneath each flannel shirt there lay a greater weight than the Spartan disposition of its wearer chose to show. To add to the prevailing anxiety, a breakage in the wires effectually prevented any further or more definite news being obtained from the head office at Hobart, and depositors were left in a painful degree of uncertainty as to whether the stoppage merely meant delay, or a permanent injury to the field. Many who held V.D.L. notes were prepared to part with them at any price that offered. A fair proportion of note holders felt sudden pricks of conscience, and repaired to the establishments of their creditors with the doubtfully praiseworthy object of liquidating their liabilities with the now objectionable currency. Others, again, retained their old faith in the solidity of the bank, and declined to part with their paper at anything less than 20s. in the pound. Wisely, the exchanges were all closed, and a panic in shares *thus* providentially averted.

Though of course the suspension of the bank remained the current topic in Zeehan for some days, the renewal of work on the principal mines, and the rumours of probable action by other financial institutions, soon brought about a more settled feeling, and shares, which, strange to say, had fallen comparatively little, shortly resumed their normal value. At the time of this work going to press, although money must inevitably be tight, confidence in the field may be said to be quite restored, as is evidenced by the immediate action taken by the residents in connection with the proposed amalgamation of the V.D.L. Bank with the National Bank of Tasmania.

Since the above was in type, the proposals for amalgamation appear to have fallen through, and voluntary liquidation will be the probable outcome of the failure of the Bank of Van Diemen's Land.

WEST COAST SILVER MINING COMPANIES.

TABULATED FOR HANDY REFERENCE.

Company.	Locality.	Legal Managrr.	Address.	No. of Shares.	Capital.
					£
Anglo-Tasmanian	Whyte River ...	C. H. Westwood ...	Hobart ...	50	500
Adelaide Proprietary	Dundas	S. Weston (Agent) ...	Zeehan ..	100,000	100,000
Adelaide Extended	Dundas	E. Gaunt	Launceston ...	20,000	5,000
Anderson	Dundas	H. Nicholls . ..	Hobart ...	100,000	100,000
Atlas	Dundas	J. L. Foley	Launceston ...	25,000	6,250
Arizona	Dundas	W. C. Grubb	Hobart ...	1,350	1,350
Austral	Zeehan	A. Mellor ... ... / R. Carter (Agent) ...	Melbourne / Launceston	100,000	50,000
Austral North	Zeehan	E. H. Whiteman ...	Melbourne ...	100,000	50,000
Adams' South Dundas	South Dundas ...	A. Mellor	Melbourne ...	100,000	100,000
Ainslie	Dundas	H. Nicholls	Hobart ..	75,000	9,375
Almora	Dundas	R. J. Sadler	Launceston ...	100,000	25,000
Britannia Proprietary	Zeehan	E. Mace	Hobart ...	20,000	2,000
Britannia Extended	Zeehan	W. H. Omant	Hobart ...	12,000	3,000
Britannia Block No. 1	Zeehan	E. Mace	Hobart ...	20,000	1,000
Balstrup's	Zeehan	A. Mellor ... ... / R. Carter (Agent) ...	Melbourne / Launceston	100,000	50,000
Boss	Zeehan	J. L. Foley	Launceston ...	16,000	2,000
Bonanza...	Dundas	H. A. Lamb	Zeehan ...	12,000	6,000
Bellinger P.A.	Dundas	W. H. Omant	Hobart ...	25	125
Bon Accord	Dundas	R. J. Sadler	Launceston ...	2,000	4,000

WEST COAST SILVER MINING COMPANIES—*(Continued).*

Company.	Locality.	Legal Manager.	Address.	No. of Shares.	Capital.
					£
Bannercross	Dundas	H. Simpson	Hobart ...	100,000	25,000
Beaconsfield and Zeehan P.A. ...	Zeehan	D. J. O'Keefe	Beaconsfield ...	20	200
Balstrup's Central	Zeehan	W. L. Ware	Adelaide ...	100,000	50,000
Balstrup's South	Zeehan	A. Mellor	Melbourne ...	100,000	50,000
Barker's	Dundas	H. Nicholls	Hobart ..	50,000	25,000
Bell's Reward	Whyte River	R. T. Moore	Melbourne ...	100,000	100,000
Central Pinnacle	Whyte River... ...	C. H. F. Shearn ...	Launceston ...	48,000	2,400
Coptic	Zeehan	N. Weetman	Launceston ...	48,000	4,800
Conliffe	Dundas	C. H. Westwood ...	Hobart ...	40,000	10,000
Criterion	Whyte River... .	C. H. Cansdell	Hobart ...	100	200
Commotion	Zeehan	W. M. Glascott	Hobart ...	12,000	
Comstock	Zeehan	C. H. Westwood ..	Hobart ...	5,000	10,000
Comstock Extended	Zeehan	C. H. Westwood ...	Hobart ...	22	880
Colorado	Zeehan	H. Nicholls	Hobart ...	10,000	1,000
Central	Zeehan	H. Nicholls	Hobart. ...	20,000	5,000
Cyclops	Zeehan	M. Stackhouse	Launceston ...	160	16,000
Comet	Dundas	J. L. Foley	Launceston ...	100,000	50,000
Comet Extended	Dundas	H. Nicholls	Hobart ...	100,000	25,000
Conliffe	Dundas	C. H. Westwood ..	Hobart ...		
Cambria	Dundas	E. Gaunt	Launceston ...	100,000	10,000
Central Dundas	Dundas	J. Cameron	Melbourne ...	100,000	50,000
Central Oceana	Zeehan	E. Gaunt	Launceston ...	50,000	2,500
Dundas and Zeehan	Dundas and Zeehan ...	James Adams	Hobart ...	150	300
Doric	Zeehan	W. J. Westcott	Hobart ...	24,000	24,000
Devonport	Dundas	H. A. Lamb	Zeehan ...	18,000	9,000
Dundas East	Dundas	E. Jacobs...	Hobart ...	200	2,000
Dundas Extended	Dundas	H. Nicholls	Hobart ...	75,000	75,000
Duchess P.A.	Zeehan	H. White...	Launceston ...	34,000	17,000

WEST COAST SILVER MINING COMPANIES—*(Continued).*

Company.	Locality.	Legal Manager.	Address.	No. of Shares.	Capital.
					£
East Pyramid	Zeehan	E. Gaunt	Launceston	30,000	3,750
Embolite	Dundas	G. C. Liberty	Hobart	30,000	1,500
Endeavour	Whyte River	W. M. Glascott	Hobart	150	1,500
Energetic	Dundas	M. Stackhouse	Launceston	125	1,250
Esperanza	Dundas	E. Gaunt	Launceston	48,000	4,800
Fauntleroy	Dundas	M. Stackhouse	Launceston	36,000	4,500
Fortuna P.A.	Dundas	G. L. Meredith	Launceston	4,800	1,200
Godkin	Whyte River	H. C. Penn Smith	Hobart	100,000	100,000
Godkin Extended	Whyte River	A. W. Johnston	Waratah	48,000	12,000
Grubb's	Zeehan	W. C. Grubb	Hobart	48,000	48,000
Great Nevada	Dundas	D. J. O'Keefe	Beaconsfield	280	1,400
Good Intent	Dundas	A. M. Reid	Zeehan	156	780
Godkin Amalgamated	Whyte River	M. Lempriere	Melbourne	1,200	12,000
Grand Prize	Dundas	H. J. Wise	Hobart	50,000	25,000
Grey Ore	Dundas	T. W. Searle	Melbourne	100,000	100,000
Hobart P.A.	Dundas	E. C. Wright	Hobart	600	600
Hassett	Dundas	H. Nicholls	Hobart	96,000	12,000
Henty River	Zeehan	W. M. Glascott	Hobart	12,000	1,500
Heazlewood	Heazlewood	J. Paterson	Burnie	45,000	45,000
Heazlewood Extended	Heazlewood	H. Nicholls	Hobart	45,000	22,500
Junction	Zeehan	G. C. Liberty	Hobart	48,000	9,600
Kapi	Dundas	H. Nicholls	Hobart	5,000	500
Kudos	Zeehan	G. S. Cansdell	Hobart	24,000	1,200
Kennan	Zeehan	E. Jacobs	Hobart	330	330
King Dundas	Dundas	W. M. Glascott	Hobart	20,000	2,500

WEST COAST SILVER MINING COMPANIES—*(Continued).*

Company.	Locality.	Legal Manager.	Address.	No. of Shares.	Capital.
					£
Khedive	Dundas	E. Gaunt	Launceston ...	30,000	3,750
Kosminzky's	Dundas	J. Brandon	Melbourne ...	100,000	50,000
Latrobe	Mount Claude ...	G. D. Inglis	Latrobe ...	250	750
Launceston	Zeehan	R. H. Price	Launceston ...	1,100	1,100
Latarah	Dundas	W. J. Westcott	Hobart ...	5,000	500
Lord Dundas	Dundas	T. L. Mace	Hobart ...	56,000	2,800
Lord Hopetoun	Dundas	J. E. Cocker	Launceston ...	100,000	12,500
Lambie	Dundas	E. Mace	Hobart ...	100,000	12,500
Manuka	Dundas	E. Mace	Hobart ...	400	2,000
Monte Christo	Zeehan	E. Mace	Hobart ...	30,000	7,500
Montana	Zeehan	G. C. Liberty	Hobart ...	10,500	5,250
Mount Zeehan	Zeehan	A. Simson	Launceston ...	60,000	60,000
Mount Zeehan Mining Company ...	Zeehan	H. Nicholls (Agent) ..	Hobart ..	10,000	10,000
Mount Zeehan Silver-Lead Mines ...	Zeehan . ..	T. Elliott...	Hobart ...	275,000	270,000
Mount Zeehan and Heazlewood ...	West Coast	E. Jacobs	Hobart ...	2,000	2,000
Manganese Hill	Zeehan	W. J. Westcott	Hobart ...	21,000	13,125
Maxim	Zeehan	J. L. Foley	Launceston ...	20,000	2,000
Mascotte	Zeehan	M. Stackhouse	Launceston ...	40,000	4,000
Maestri's Broken Hill	Dundas	R. T. Moore	Melbourne ...	100,000	100,000
Maestri No. 1	Dundas	H. Nicholls	Hobart ...	30,000	4,500
Maestri No. 2	Dundas	H. Nicholls	Hobart ..	36,000	1,800
Melbourne Proprietary	Dundas	H. A. Lamb (Agent) ...	Zeehan ...	100,000	100,000
Meteor Proprietary	Dundas	A. Simson	Launceston ..	120	1,200
Meteor No. 1	Dundas	A. Simson	Launceston ...	48,000	6,000
Minerva	Dundas	G. C. Liberty	Hobart ...	16,000	2,400
Madame Melba	Dundas	R. Gutheridge	Melbourne ..	12,600	75,600
Mount Dundas Proprietary	Dundas	Robert Hogarth (Agent)	Zeehan ...	1,000	1,000
Melbourne and Ballarat	Dundas	H. Jessop...	Melbourne ...	100,000	100,000

WEST COAST SILVER MINING COMPANIES—*(Continued).*

Company.	Locality.	Legal Manager.	Address.	No. of Shares.	Capital.
					£
Madame Melba No. 1	Dundas	R. Gutheridge	Melbourne ...		
Murchison	Dundas	M. Stackhouse	Launceston ...	100,000	5,000
North Grubb's	Zeehan	R. J. Sadler	Launceston ...	42,000	2,100
North Stream	Zeehan	R. J. Sadler	Launceston ...	40,000	2,000
North Pinnacle	Whyte River... ...	R. J. Sadler	Launceston ...	48,000	2,400
Newstead	Zeehan	W. M. Glascott	Hobart ...	12,000	1,500
No. 1 Dundas	Dundas	E. Jacobs...	Hobart ...	20,000	5,000
New Pyramid	Zeehan	A. Mellor	Melbourne ...	100,000	100,000
North Oceana	Zeehan	H. White	Launceston ...	100,000	12,500
North Fauntleroy	Dundas	J. Lyall	Launceston ...	40,000	5,000
North Austral	Zeehan	E. H. Whitelaw	Melbourne ...		
Ontario	Zeehan	G. C. Liberty	Hobart ...	24,000	3,600
Orlando	Zeehan	W. J. Westcott	Hobart ..	24,000	2,400
Oonah	Zeehan	C. H. Westwood ...	Hobart ...	100,000	25,000
Oceana	Zeehan	C. H. Westwood ...	Hobart ...	100,000	100,000
Owen Meredith	Dundas	E. Jessup...	Melbourne ...	100,000	50,000
Palace	Dundas	C. H. Westwood ...	Hobart ...	2,000	2,000
Potosi	Zeehan	A. Young...	Launceston ...	700	700
Planet	Dundas	W. Penn Smith	Hobart ...	200	4,000
Proprietary	Whyte River... ...	M. Stackhouse	Launceston ...	560	2,800
Pyke	Whyte River... ...	W. J. Westcott	Hobart ...	24,000	2,400
Pinnacle...	Whyte River... ...	R. J. Sadler	Launceston ...	48,000	2,400
Renison Bell	Dundas	W. C. Grubb	Hobart ...	600	1,500
Robinson	Dundas	H. Nicholls	Hobart ...	1,800	1,800
Royal	Dundas	J. A. Lyall	Launceston ...	1,000	1,000
Royal Dundas	Dundas	W. J. Westcott	Hobart ..	75,000	11,250

WEST COAST SILVER MINING COMPANIES—*(Continued).*

Company.	Locality.	Legal Manager.	Address.	No. of Shares.	Capital.
					£
Rob Roy	Dundas	E. Gaunt	Launceston	48,000	2,400
Rich Prospecting Association	Dundas	H. Nicholls	Hobart	550	550
Silver Stream	Zeehan	C. H. F. Shearn	Launceston	30,000	1,500
Silver Gate	Zeehan	W. J. Westcott	Hobart	24,000	1,200
Silver Queen	Zeehan	E. Mace	Hobart	21,600	12,960
Silver Queen Extended	Zeehan	H. Nicholls	Hobart	18,000	9,000
Silver King	Zeehan	C. H. Westwood	Hobart	500	10,000
Silver King Extended	Zeehan	J. J. Housten	Melbourne	60,000	60,000
Silver Streak	Zeehan	E. Mace	Hobart	1,600	1,600
Silver Crown	Zeehan	A. Simson	Launceston	220	2,200
Silver Crown Extended	Zeehan	A. Simson	Launceston	250	1,250
Silver Prince	Zeehan	W. M. Glascott	Hobart	600	3,000
Silver Beauty	Zeehan	E. Mace	Hobart	3,000	1,500
Silver Trumpet	Zeehan	W. M. Glascott	Hobart	1,100	5,500
Silver Bell	Zeehan	W. M. Glascott	Hobart	80,000	80,000
Silver Cloud	Zeehan	E. Mace	Hobart	16,000	1,600
Silver Spray	Zeehan	Dudley Kemp	Hobart	2,000	5,000
Silver Hills	Zeehan	Harry White	Launceston	2,600	2,600
Silver Pride	Zeehan	Dudley Kemp	Hobart	20,000	1,000
Silver Duke	Zeehan	C. H. F. Shearn	Launceston	50,000	6,250
Silver City	Dundas	C. A. Collins	Launceston	42,000	5,250
Stella	Zeehan	A. Fewcofske	Zeehan	5,600	1,400
Sacramento	Zeehan	W. M. Glascott	Hobart	60,000	3,000
Sunny Corner	Zeehan	W. M. Glascott	Hobart	12,000	600
Sun	West Coast	M. Stackhouse	Launceston	120	1,200
Sylvester	Zeehan	H. G. Stringer	Hobart	60,000	9,000
Stonehenge	Zeehan	W. H. Westcott	Hobart	1,200	1,200
Starlight	Zeehan	W. J. Westcott	Hobart	20,000	2,500
Sunrise	Zeehan	C. H. Westwood	Hobart	24,000	12,000

WEST COAST SILVER MINING COMPANIES—*(Continued).*

Company.	Locality.	Legal Manager.	Address.	No. of Shares.	Capital.
					£
South Comstock	Zeehan	W. J. Westcott	Hobart ...	6,000	6,000
South Dundas	Zeehan	C. H. F. Shearn ...	Launceston ..	48,000	6,000
South Nevada	Zeehan	E. Gaunt	Launceston ...	30,000	3,750
South Balstrup	Zeehan	A. Mellor...	Melbourne ...	100,000	50,000
Success	Dundas	L. Lyons	Melbourne ...	100,000	100,000
Success Extended	Dundas	L. Stevenson . ..	Melbourne ...	100,000	100,000
South Oceana	Zeehan	W. Penn Smith	Hobart ...	40,000	5,000
South Planet	Dundas	W. Penn Smith	Hobart ...	32,000	4,800
Silver Treasure	Zeehan	E. Mace	Hobart ...	100,000	100,000
Tasmanian (British)	Dundas	H. Simpson	Hobart ...	80,000	80,000
Tasmanian P.A.	Dundas	T. L. Hood	Hobart ..	48,000	24,000
Talune	Dundas	H. A. Lamb	Zeehan ...	13,000	650
Trial	Zeehan	W. J. Westcott	Hobart ...	24,000	1,200
United	Dundas	A. M. Reid	Zeehan ...	600	800
Victorian Proprietary	Dundas			100,000	100,000
Victorian and Tasmanian P.A. ...	Dundas	S. Wilson, jun.	Beaconsfield ...	17	340
Washington	Whyte River... ...	A. W. Johnston	Waratah ...	20,000	2,000
Watson P.A.	Dundas	W. M. Glascott	Hobart ...	120	300
Western	Zeehan	A. Simson	Launceston ...	60,000	15,000
West Silver King	Zeehan	E. Gaunt	Launceston ...	42,000	10,500
Wheal Herbert	Dundas	J. Williams	Launceston ...	2,560	1,280
Whyte River	Whyte River... ...	J. L. Foley	Launceston ...	20,000	5,000
West Adelaide	Dundas	W. J. Westcott	Hobart ...	100,000	10,000

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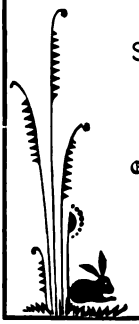

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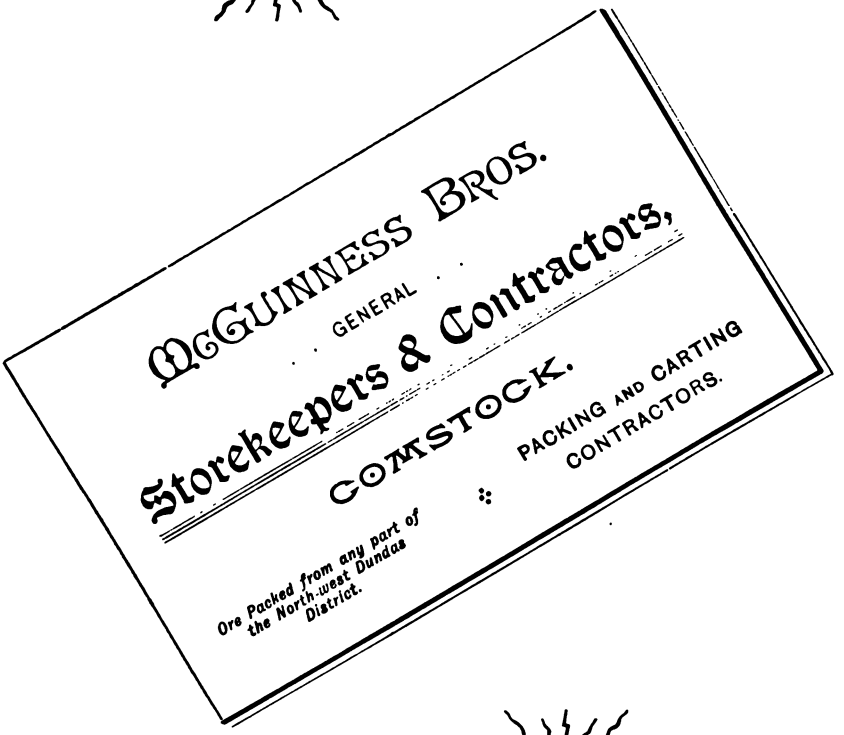
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